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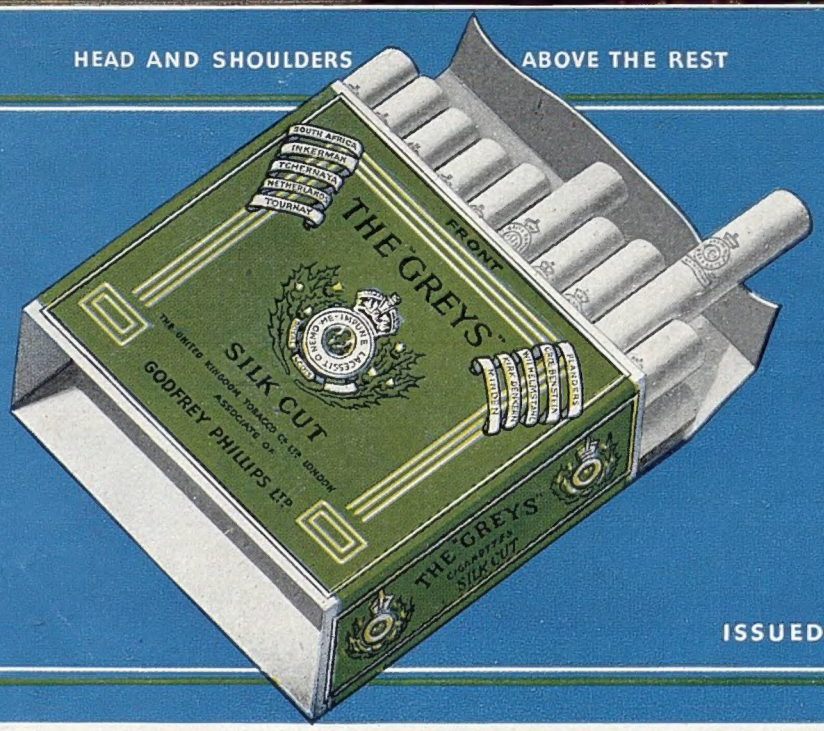

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Volume CLXXXVI No. 2425 The SPHERE, London, July 13, 1946

THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly

THE BIKINI ATOMIC BOMB—THE PILLAR OF SMOKE MUSHROOMING OUT ABOVE THE LAGOON: A cone of light surrounds the pillar and (*inset on right*) an equally curious lozenge-shaped cloud develops at the summit

At 9 a.m. (local time) on July 1, 1946, the world's fourth atomic bomb was discharged above the target fleet in Bikini Lagoon, mid-Pacific, and there took place one of the most eagerly-awaited experiments of modern times. The bomb, which was of greater destructive force than that employed in the New Mexican Desert and of less force than that used at Nagasaki, fell just wide of the target ship *Nevada*, the full force of the explosion sweeping the planes from the flight-deck of the neighbouring aircraft-carrier *Independence* and starting great fires in that and many of the surrounding vessels. After the observer ships had closed in on the target area, Admiral Blandy declared that the experiment had been an outstanding success. Admiral Blandy and his colleagues are now preparing plans for two more atomic bomb tests. The next test will take place in the Bikini Lagoon between July 22 and 29. The bomb will be exploded under water. A special section of *The Sphere* dealing with various aspects of the atom bomb will be found on pages 36-41 of this issue

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Bombs Atomic.—The glorious First of July dawned and my interest in the great atom bomb test remained obstinately dormant. I have to confess that I prefer Messrs. Brock's efforts and that the Bikini fragmentation was for me as a damp squib. I feel no more radio-active than I did in June. I was sorry for the "guinea-pigs" and the pigs in uniform. The goats and battleships seem to have enjoyed, or at any rate suffered, little discomfort from the great bang. I realised all the trouble taken to make the experiment revealing; knew that what was done was done in the interests of Posterity, in order that those nations in the secret might build the right kind of warships against the next world war. But all these serious reflections failed to stimulate my interest in the news to be released by 100 goggled-eyed special correspondents. The bombs which had contained the harnessed energy of the split atom and gave forth "twice the heat of the sun" (whatever that may mean) failed apparently to split our little star called the Earth. We are still here, buzzing round as usual. The explosions may still affect our weather; but it can hardly be worse than it has been. For the rest, we should be able henceforth to build better warships. (I gather we shall still build warships of some kind.) If Posterity therefore rises up to call us blessed, I disclaim for myself any earned share in that blessing. I bequeath to Science my share in any future blessing that may be coming. The big bang left me, as it found me, rather cold, and not as interested in human life, fashions and trends as formerly—in the bad old days. And even the sensation-hunters are murmuring that they have been cheated and that the big bang was a damp squib.

"They Asked for Bread."—Mr. Strachey, with his eyes open, took over the least enviable job in the Government. He knew very well that, asked for bread, he would be compelled to offer a stone. When he promised so persuasively at his first Press conference to take the public into his confidence, be the news good or bad, he perhaps underrated the obstacles in the way of Ministerial frankness. Loyalty to Government overrides and outweighs loyalty to the public, and often enough to the country. The Government was by no means anxious to release chapter and verse of what, at least, is now accepted fact: that Mr. Attlee's Government in the past vital months and weeks neglected great opportunities not only to improve our food situation but to win for us the sympathy of the exporting nations. The supporters of the Government protest too much. Their fury under the lash of criticism is not righteous rage but guilty conscience. For not a single one of the Opposition's "monstrous" charges but is firmly based and fairly directed, even to Mr. Churchill's taunt that the machinery of rationing afforded the opportunity at any time to put on the screw and gear further down. Indeed, Mr. Strachey, in a very difficult situation for an untried Minister, has already twisted and turned and contradicted himself more than once. Nothing can excuse the lack of frankness and lack of foresight shown by a Government overwhelmed by a redundancy of major legislation, and Mr. Strachey's tardy and ugly disclosures merely underline the Government's failure. This failure will not break the Government. It can survive a number of major failures. What in the end will break it will be the slowly-rising resentment of the "common man"—employers, housewives, bakers, distributors, millers, farmers—at the ruthless refusal of a Socialist Government to realise that the common man's enslavement to and preoccupation with forms and requisitions and returns had reached breaking-point before this new burden was superimposed.

AMERICA'S LEADING BALLET COMPANY IN THE LONDON THEATRE: Members of the Ballet Theatre of New York at the Royal Opera House, Covent Garden, where they started their season last week with a smooth and well-balanced performance of "Les Sylphides." They have also presented a number of new works, including Fokine's last ballet, "Bluebeard," to music by Offenbach, a piece which brought out the company's strength in the presentation of comic mime, and "Fancy Free," an American version of "Les Matelots," notable for its broad and racy comedy

Prosperity at Liverpool.—It must have needed all Mr. Dalton's well-proven toughness to sponsor his Government's "prosperity drive" in Liverpool last week, where on Merseyside alone nearly 30,000 men are now idle. His courage was the more clearly revealed by his voluntary dragging in of the detested decision to ration bread and by the chance incidence that day of the announcement of *one more increase in the price of coal fuels*. The life-blood of commerce, the poor man's friend, to-day is almost literally "worth its weight in gold," and perhaps it is for comfort that even if you have the gold, you can't buy the commodity. But, faced by the hecklers and by these very solid obstacles to optimism in Liverpool, Mr. Dalton was quite free from diffidence and far from apologetic. On the contrary: "All this gives solid grounds for confidence in the future," said he. Mr. Dalton must be long-sighted as well as tough. The grounds for optimism concerning the winter of 1946-47 on Merseyside, with rationed bread, severe unemployment, and empty hearths crying out for shovelfuls of gold-dust, seemed to some of his hearers more lurid than solid. But Mr. Dalton was very much at his ease, and his bell-like voice outshouted his hecklers. "Everything is in order. All we must do is to tighten our belts."

The National Trust.—The "appeal" of the National Trust's appeal for funds is obvious. The Treasury sponsors and encourages it. The Treasury (or the Government) will *double* every pound which is subscribed. That looks well, that should stimulate generosity, even when we bring it down to brass tacks and discover that for every pound which you and I subscribe, the "Government" will tax our pockets to make it two! In other words, the more our generosity subscribes, the more we shall be mulcted. But what an object! We are asked to safeguard our ever-increasing national heritage of beauty and amenity. The National Trust to-day is one of the greatest landowners in England, with more famous country houses, beauty spots and broad acres, lakes, woods, mountains and downs, commons and parks, than half the dukes combined. And the Trust cannot anywhere nearly meet the essential cost of maintenance of its buildings and lands out of its revenue, or even from the estimable revenue which may one day be derived from the admission fees of visitors, when transport facilities become rationalised and easy with assured civil aviation and better roads. And what the National Trust owns is *ours* to enjoy. Of course we shall subscribe; of course we shall offer our pockets to the very bottom. But I would offer one word to those who launch the appeal. First things first. Let all be done in order. The National Trust will do well to build on firm foundations and establish its edifice from the bottom. Some of its earliest properties, controlled by local committees, are in pretty low water and in serious passes as a result of military occupations and war damage and neglect, and some of these local committees get all too little help or encouragement from a headquarters embarrassed with dazzling new gifts. If the well-spring of public generosity is to be adequately tapped, the Trust should make clear in advance how the totals subscribed are to be ploughed back, and what expectation of help from the harvest the older management committees (vaguely and quite wrongly assumed to be self-supporting) may hope for. In my view, every subscription to reach headquarters, identified as from the area of a local management committee, should be ear-marked for the upkeep of the National Trust properties in that area. Local residents are not everywhere to be depended on to support their own local National Trust heritage. They share it, of course, with all England and act (or don't act) according.

The Hindhead Commons.—And *practice* is so very different from the ideal and the theory. Take *Hindhead*, the *cradle* of this great and noble scheme! The R.A.F. fenced in the whole of Gibbet Hill during the war. They mean to keep four great pylons, enclosed in fencing, permanently on Trust lands. They mean to house somewhere upon it a permanent personnel of seventy men. I don't doubt their decision is reasonable—from their own viewpoint or in the interests of civil aviation. But the *theory* is knocked sideways. And then comes the local U.D.C. and chooses from all other available sites a site plumb on the edge of its own local green heritage on which to build a little town of new houses, suburbanising for evermore what was designed to be for all time a nature reserve. If these things can happen without protest in the cradle of the National Trust, the well-spring of public generosity and patriotism, national or local, may well ca' canny.

Our Sporting Carnival.—Our great carnival of sport is over now and a part of history. New names have been added to the rolls of permanent fame, at Wimbledon, Henley, St. Andrews and Lord's. At such a time I wish—I always did wish—that a man could be in two places at once. A few summers hence, I suppose, a sporting fan will be enabled easily and cheaply by means of civil aviation services to watch the new Open champion hole out on the eighteenth green on the Old Course, to see the last smash that settles the hash at Wimbledon, to see Eton or Radley flash by in the Ladies' Plate, and Hutton or Hammond or their successors or opposite numbers cut the winning hit to the ropes. . . . This summer carnival is the best safety-valve we possess; it is a secret of our (comparative) toleration in domestic politics. It is a prime reason why we in Britain advance politically by evolution and not revolution. Those Balkans, Poland, and so forth, would do well to try to imitate in a small way. A flannelled fool is a better and a safer citizen any day than a black- or brown- or green-shirt tub-orator. I am not at all ashamed to be thankful that this year at last I once more had my share in some of the pyrotechnics let off in our carnival of sport, and closely followed what I could not see, in the bulletins. It was all great fun, and I feel better for it.

THE OLD STAGER

IN the issue of THE SPHERE of June 29 we published a photograph taken at Ascot and incorrectly stated that the lady portrayed was Mrs. G. D. Roberts, the wife of the well-known K.C. We regret the error, and wish to tender our apology for any annoyance or confusion which our incorrect description may have conveyed.—EDITOR.

KEEPING WATCH ON THE HEADQUARTERS OF THE JEWISH AGENCY, JERUSALEM: Machine-gunners of a British infantry unit stationed outside the entrance to the building. Many members of the Jewish Agency were arrested last week following the disclosure that the Agency was providing cover for the activities of the illegal armies

THE CRISIS IN PALESTINE

British Troops on Guard at the Jewish Agency Headquarters After the Great Round-up

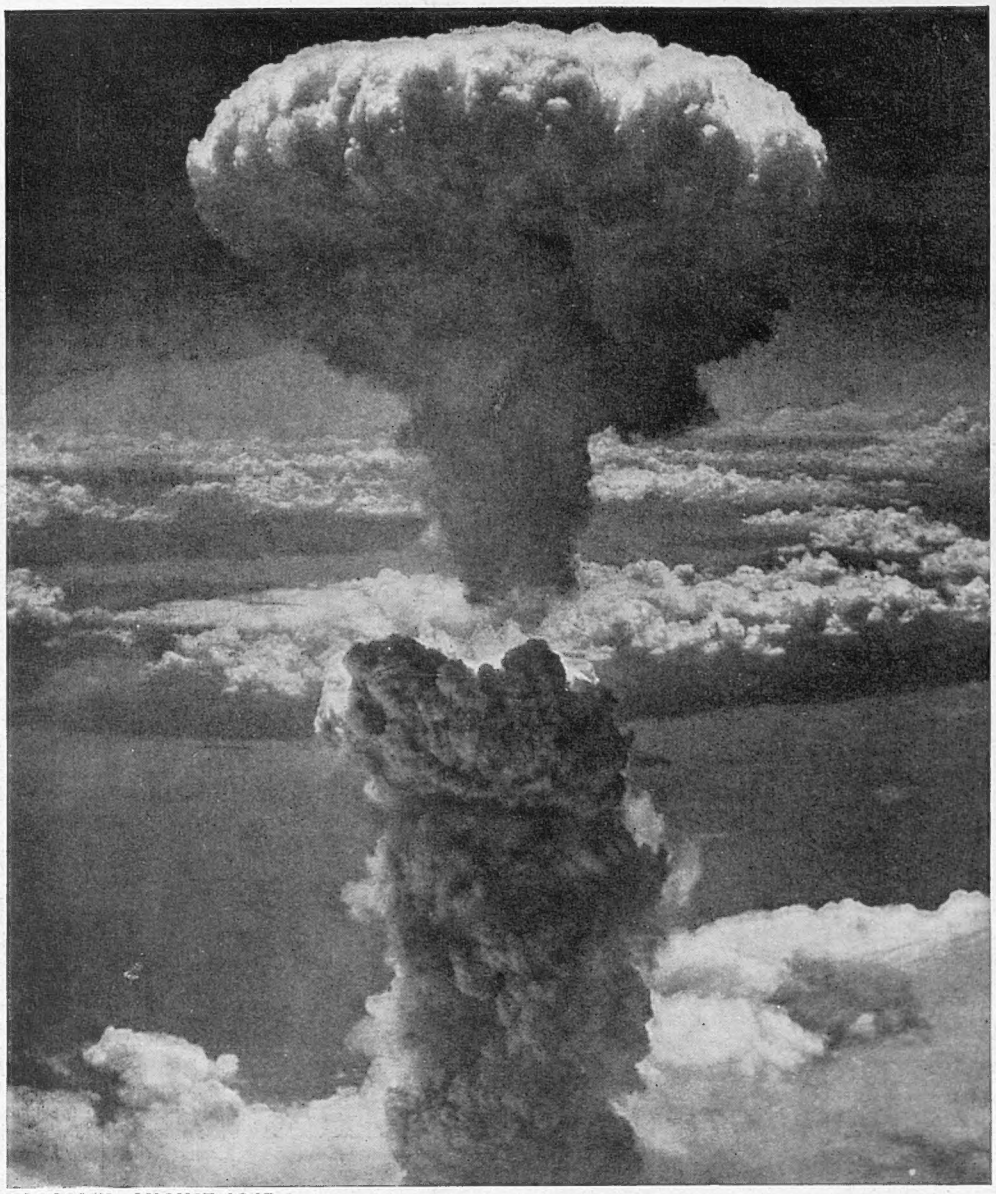
In a nation-wide round-up by British troops, with the object of restoring law and order in Palestine and of bringing to an end the activities of the illegal Jewish armies, two thousand Jews were recently arrested and held for investigation while searches for hidden arms were made in every city, town and village of the Holy Land. In some parts of the country enormous quantities of arms were found, notably at the settlement of Meshek Yagur, near Haifa, and it seems that they were hidden with a thoroughness and ingenuity which indicated that the store had been built up over a long period of years. While the hunt was continuing in Palestine, Mr. Attlee made a statement in Parliament, declaring that the Government could no longer tolerate the direct challenge to its authority in Palestine, and that all illegal organisations would have to be broken up. He paid tribute to the work of the Jewish Agency in some directions, but made it clear that he had evidence of the very close link-up between the Agency and the illegal forces. The only possible way to cope with these widespread disturbances, declared the Prime Minister, is to deal with the organisation of the higher command

THE PIPERS MARCH THROUGH ST. VALERY-EN-CAUX: The band, including men from three Scottish units, parading through the gaily-decorated Norman town during the ceremonies held last week-end to commemorate the heroic resistance of the 51st (Highland) Division in June 1940 and the liberation of the town some four years later

RETURN TO ST. VALERY

Highlanders Commemorate the Heroic Resistance of June 1940

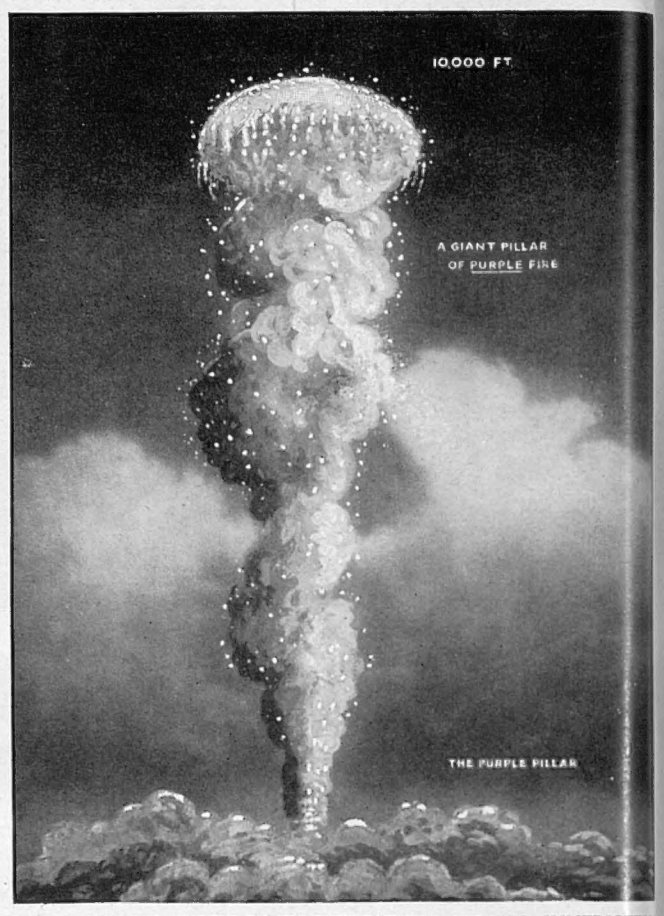
The heroic resistance of the 51st (Highland) Division at St. Valery, one of the great rearguard actions in the days of Dunkirk and the fall of France, will never be forgotten by the people of Normandy, and last week-end they celebrated the occasion by according a great welcome to the Scottish contingent which visited the town. At the various ceremonies the Lord Provosts of Aberdeen, Elgin, and Inverness, towns which have helped the reconstruction of St. Valery, attended in their robes of office, while the Highland Division was represented by General Sinclair, the officer commanding the 153rd Brigade, and by pipers from three Scottish regiments. The British Ambassador, Mr. Duff Cooper, was detained in Paris by official business in connection with the conference of the Big Four, but Lady Diana Cooper was present with the Military Attaché, Major-General Salisbury Jones. On the French side M. Bidault, the Premier, was represented by M. Bichet, his Under-Secretary of State, and also present was General Legentilhomme, Military Governor of Paris



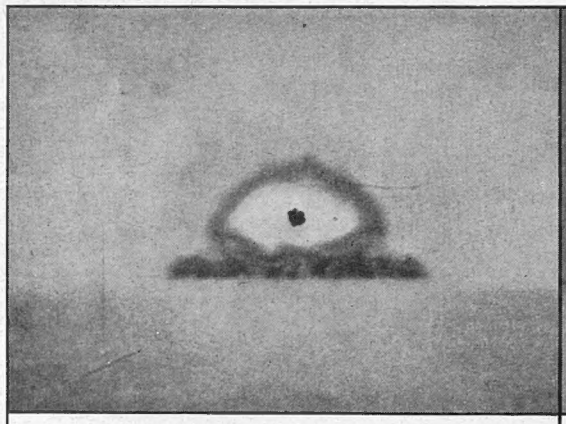
THE ATOM BOMB

HOW IT ALL BEGAN—with Experiments in New Mexico and the Obliteration of Nagasaki and Hiroshima

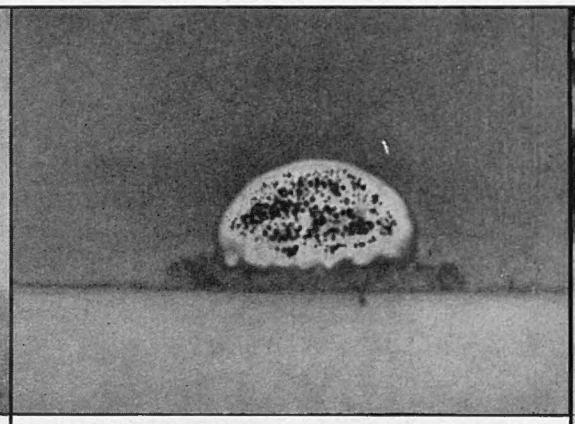
—A Special Sphere *Section*



NAGASAKI, AUGUST 1945—ONE OF THE TWO GREAT ATOMIC BOMB EXPLOSIONS WHICH SHOOK THE TOTTERING JAPANESE EMPIRE TO ITS FOUNDATIONS AND LED IMMEDIATELY TO ITS SURRENDER: Two impressions of the giant radio-active cloud which ascended above the ruins of the city after the explosion of the third atomic bomb in the history of the world. The photograph on the left shows the cloud after it had mushroomed out, and the drawing on the right shows it at a height of 10,000 ft. when the pillar of smoke was still shooting skyward at tremendous speed. An eye-witness describing the scene wrote at the time: "Awestruck we watched the pillar of fire shoot upward like a meteor coming from the earth instead of from outer space. It was no longer smoke or dust or even a cloud of fire; it was a living thing, a new species of being born right before our incredulous eyes. At one stage of its amazing evolution the cloud assumed the form of a giant square totem pole, and then, just when it appeared that the whole thing had settled down into a state of permanence, there came shooting out of the top a vast mushroom that increased the height of the pillar to a total of 45,000 ft."

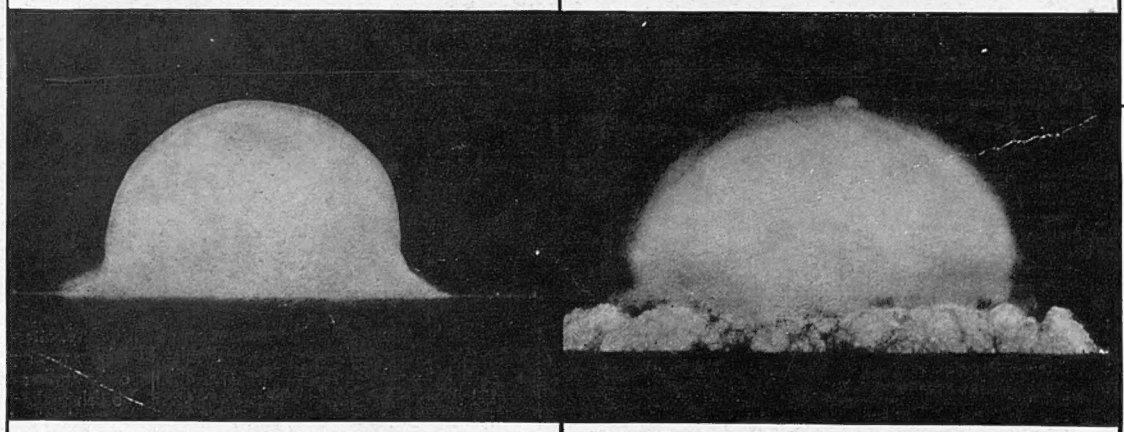


(1) JULY 16, 1945: The first of a series of instantaneous camera impressions taken when the first atomic bomb in the history of the world was exploded in New Mexico



(2) THE HEART OF AN ATOMIC BOMB: The second stage in the New Mexico explosion. The spots in the centre of the blast area were actually brighter than the sun

(5) A RAGING INFERNO IN THE NEW MEXICAN DESERT: The head of the cone has now blown off, sending a gigantic mushroom of flame and multi-coloured gases roaring skyward to a height of 40,000 ft. and more

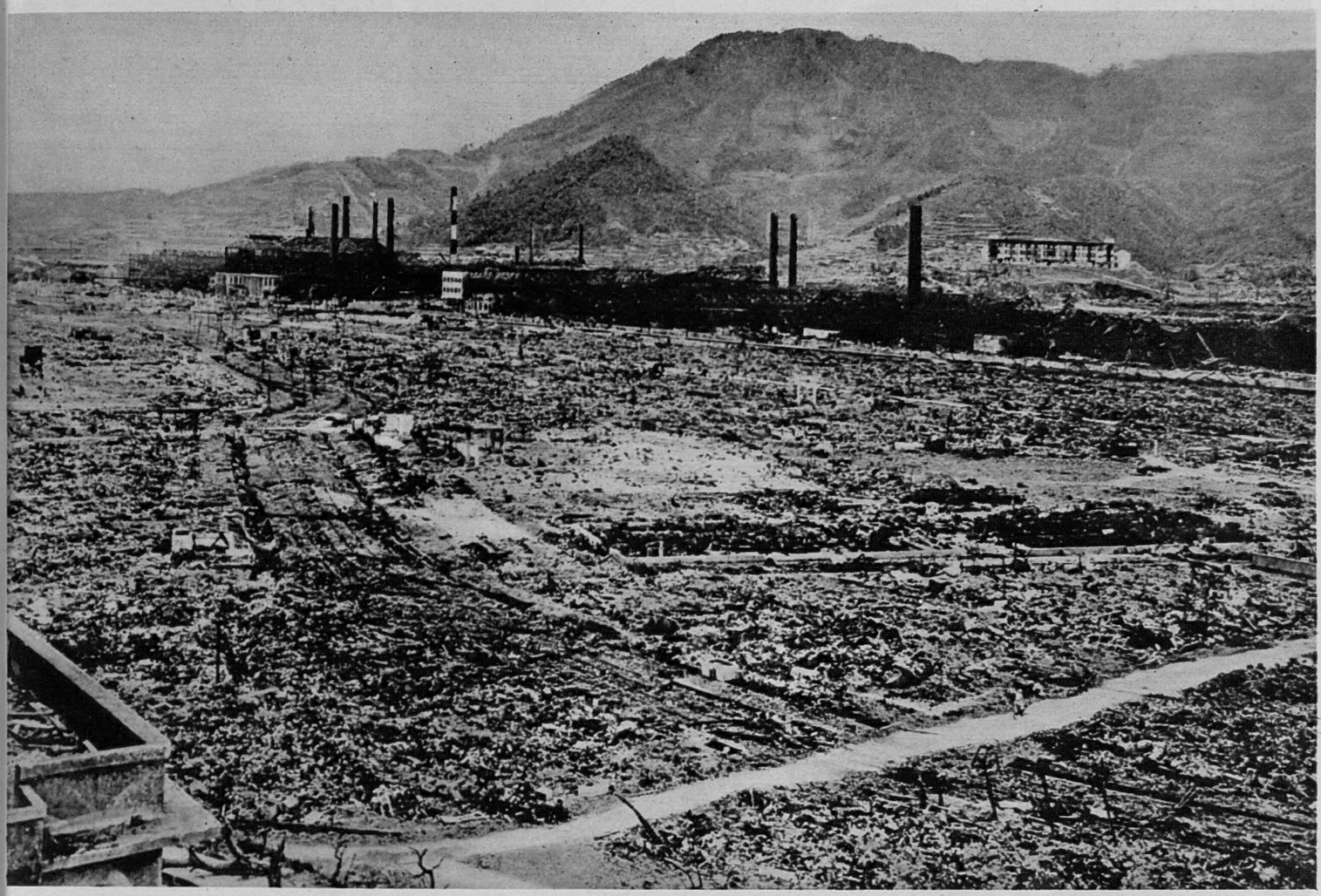


(3) THE UPHEAVAL NOW TAKES THE FORM OF A VAST IGLOO: It is white-hot and it appears to be glowing fiercely even when photographed at a distance of about six miles. The base is seen to be beginning to expand

(4) THE BASE CONTINUES TO SPREAD AND THE CLOUD GROWS RAPIDLY: The camera records the fourth stage in the explosion of the atomic bomb. Clouds of dust are forming at the base and at the top a cone begins to appear

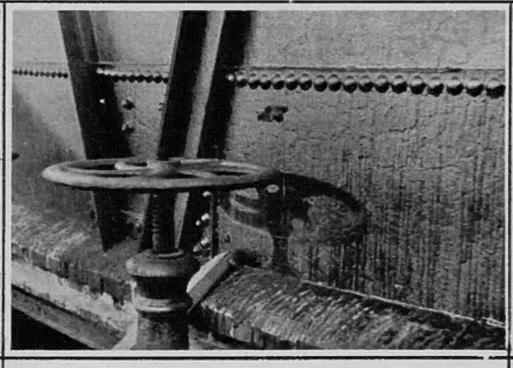
NEW MEXICO, JULY 1945

On July 16, 1945, in a remote corner of the New Mexican Desert scientists watched with breathless anticipation as the first atomic bomb in the history of the world was unleashed in the vast solitudes. What the camera saw in the first few seconds of that world-shaking experiment is recorded in the sequence of pictures on the left, showing the small cloud which, with a sustained and thunderous roar, spread upwards and outwards to create a raging inferno in the desert. All the world will remember how, as a result of this experiment, the American Government hesitated as to how and when the atomic bomb might be used, but in August the second and third atomic bombs were dropped on Hiroshima and Nagasaki and the mighty Japanese Empire quailed before the onslaught. Some of the effects of the Hiroshima and Nagasaki explosions have now been reported upon by a British Mission, and they are illustrated in a new series of pictures on the next page

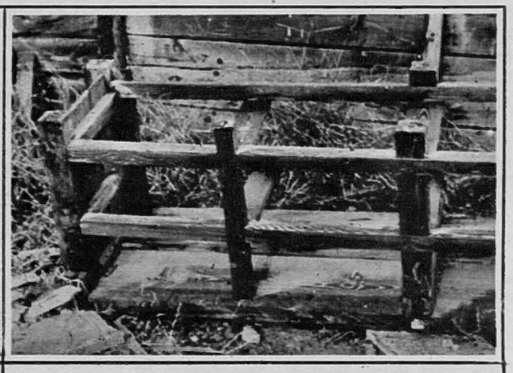


AFTERMATH AT NAGASAKI—THIS VAST DEVASTATED AREA, WITH NEARLY EVERY BUILDING LEVELLED TO THE GROUND, WAS ONCE THE INDUSTRIAL HEART OF THE GREAT SEAPORT CITY: The picture evidences better than any other the full extent of the destruction wrought by the atomic bomb which dropped on Nagasaki on August 9, 1945. The British Mission, which visited Hiroshima and Nagasaki to make a precise and authoritative study of the effects of atomic bombs, estimates that of 260,000 people in Nagasaki when the bomb fell, 100,000 were in the industrial valley, and of these nearly 40,000 were killed. Witnesses are generally agreed that in each city the severity of the disaster was increased by a panic flight of population, in which even fire and rescue services were abandoned, and which brought communal life virtually to a standstill. The clearance of debris and the cremation of dead trapped in it had to wait a month or more for the return of the population

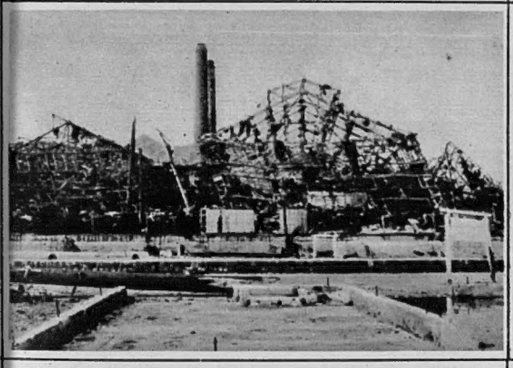
AFTER THE BOMBING OF HIROSHIMA: A graphic example of the heat effect of the second atomic bomb. At the time of the disaster a man was sitting on this granite step 200 yards from the centre of damage. The heat was so intense that it burnt polish off the granite except where he covered it. 80,000 people were killed in Hiroshima



1¼ MILES FROM THE CENTRE OF DAMAGE AT HIROSHIMA: This picture shows how the paint on a gasometer was made to run except at the point where the surface was shielded by the wheel. Hiroshima to-day has the appearance of a city consumed by fire, while Nagasaki has the appearance of having been struck by a hurricane



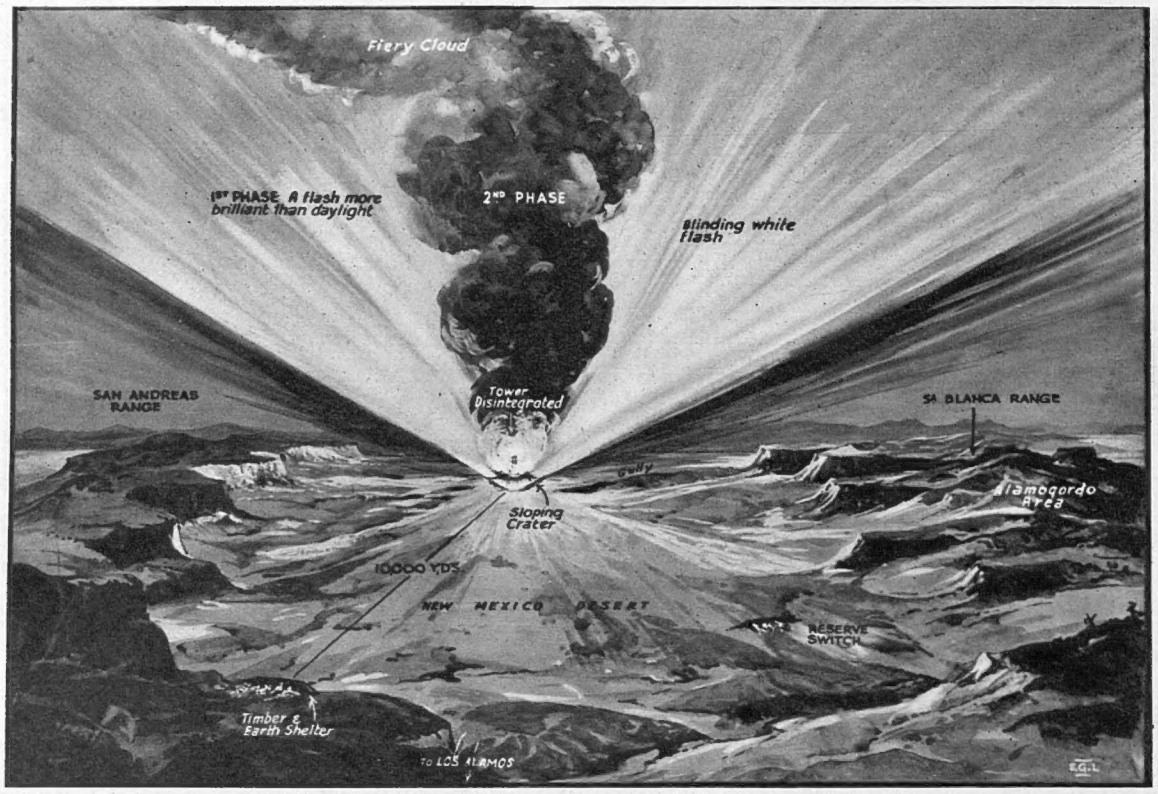
THE EFFECT ON TIMBER THREE-QUARTERS OF A MILE FROM THE CENTRE OF DAMAGE AT NAGASAKI: This boarding was badly scorched and all the protective creosote was burnt away. It has been found that this heat radiation travels in straight lines and leaves unaffected "shadows" wherever there is an intervening object



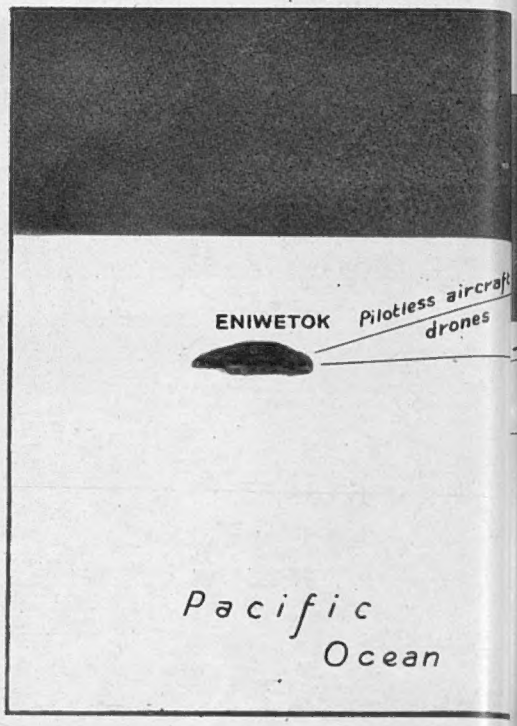
AS IF STRUCK BY A HURRICANE: This factory building at Nagasaki was at least half a mile from the centre of damage, but it gives all the appearance of having received a direct hit. On closer examination the lateral blast effect is obvious, however, and it will be seen how the stripped girders are leaning slightly away to the left

A CONCRETE BUILDING AT HIROSHIMA: This building was really destroyed by the weight of its own roof which was forced downwards, causing the walls to crumble. Many of the reinforced concrete structures at Hiroshima were of strong design, being intended to resist earthquakes, and their fate depended on the weight of their roofs

ANOTHER HURRICANE EFFECT FROM NAGASAKI: The tremendous lateral force of the explosion has bent the superstructure into a twisted mass of metal-work, but the circular holder has, at a lower level, resisted the onslaught without visible damage. This picture is typical of the effects on all structural steelwork at Nagasaki

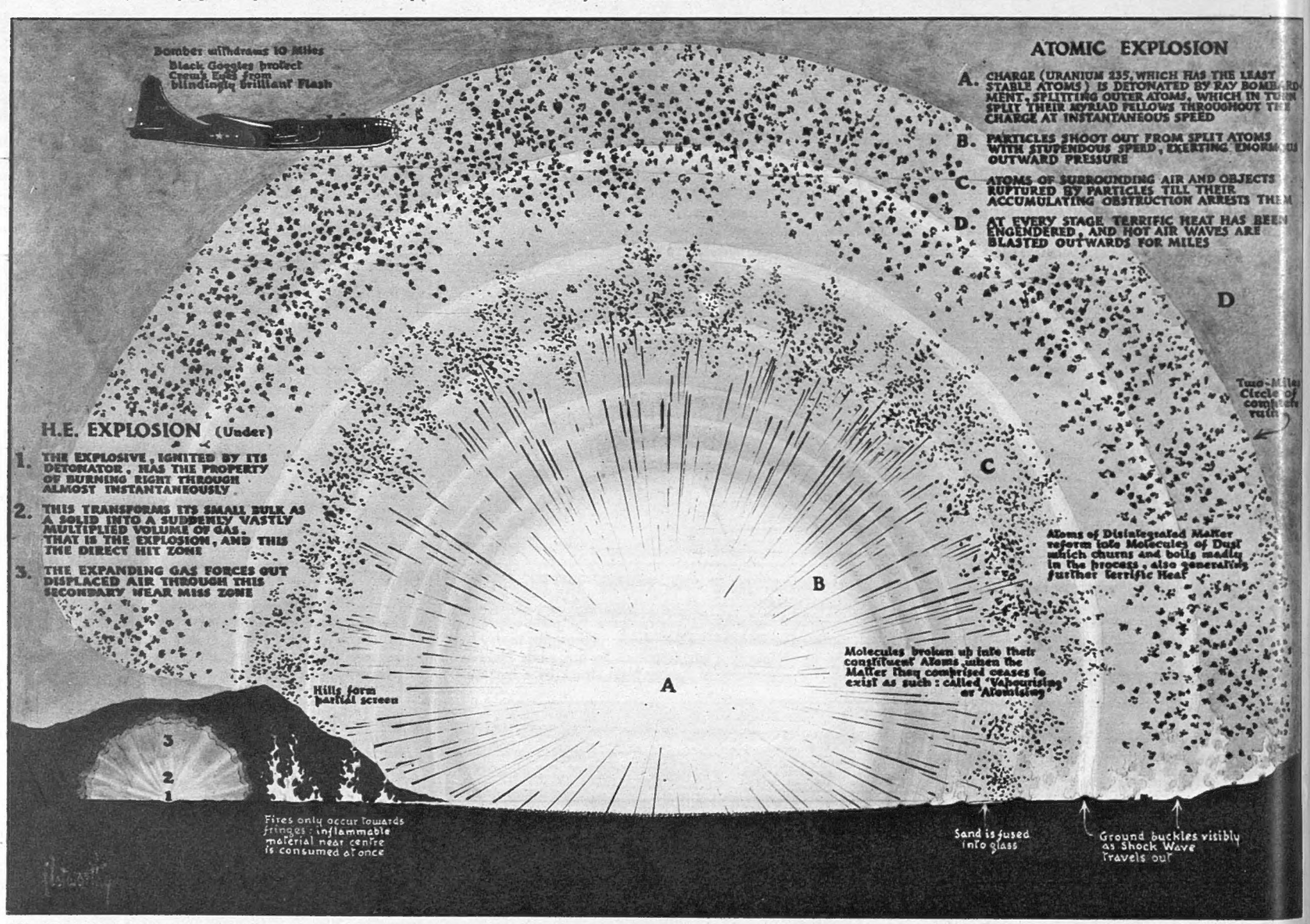


WHAT HAPPENED WHEN THE FIRST ATOMIC BOMB WAS EXPLODED IN THE UNINHABITED DESERTS OF NEW MEXICO: An artist's impression of the terrific blast, the blinding sheet of white flame, and the towering cloud of dust and gaseous fumes which followed the experimental detonation of the bomb at 5.38 a.m. on July 16, 1945. When the test was over it was found that the explosion had completely vaporised the steel tower on which the bomb was mounted. The nearest observer was 10,000 yards from the tower at a point where the controls for the weapon were housed in a timber-and-earth shelter. When the bomb was set off, a burst of light, brilliant beyond comparison, illumined the whole area more intensely than daylight. The blast caused consternation throughout South-West New Mexico and Southern Arizona. Forest rangers who were over 150 miles away thought there had been an earthquake. An army pilot flying his plane 350 miles away in California distinctly saw the flash—*Drawing by E. G. Lambert*



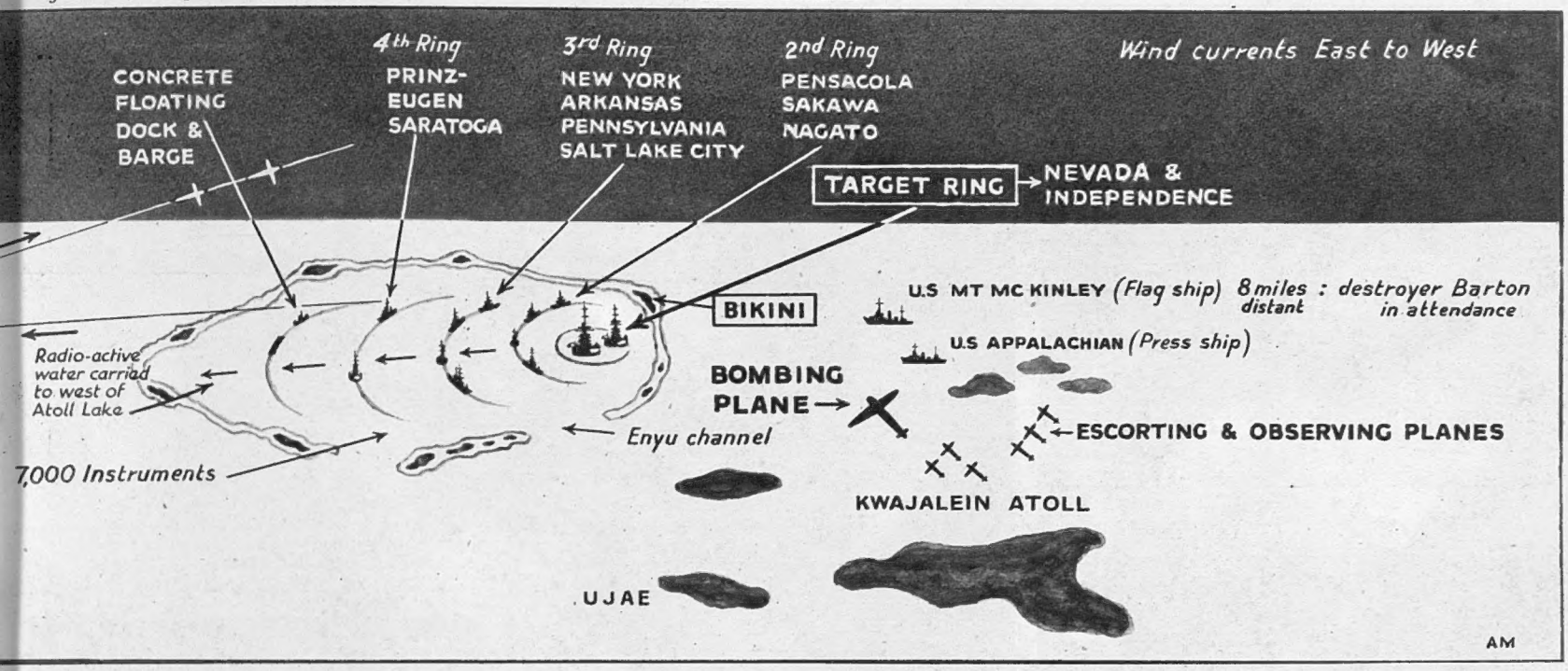
HOW THE BIKINI TEST WAS PLANNED

And an Artist's Impression of the Original Experiment in the Wastes of New Mexico

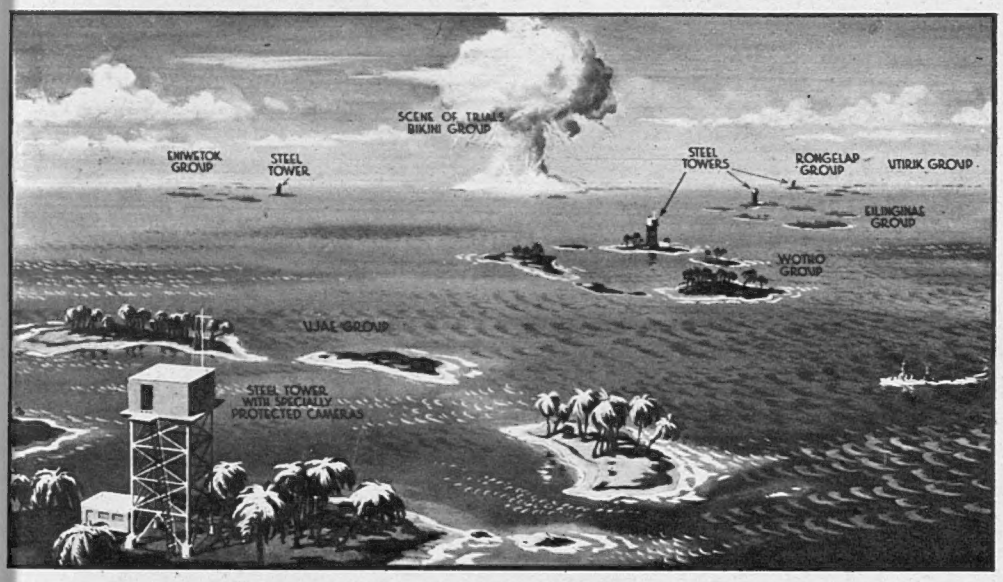


AN ATOMIC BOMB EXPLOSION IN ITS FOUR STAGES—A DIAGRAMMATIC DRAWING COMPARING IT WITH THE EXPLOSION OF THE MORE FAMILIAR H.E. BOMB: The 10-ton H.E. (bottom, left) expands suddenly from a solid into a vastly multiplied volume of gas, while the atom bomb, having been detonated by ray bombardment, splits outer atoms which, in turn, split their myriad fellows at incredible speed—*Drawing by S. W. Clatworthy (Artist's copyright in the United States and Western Hemisphere)*

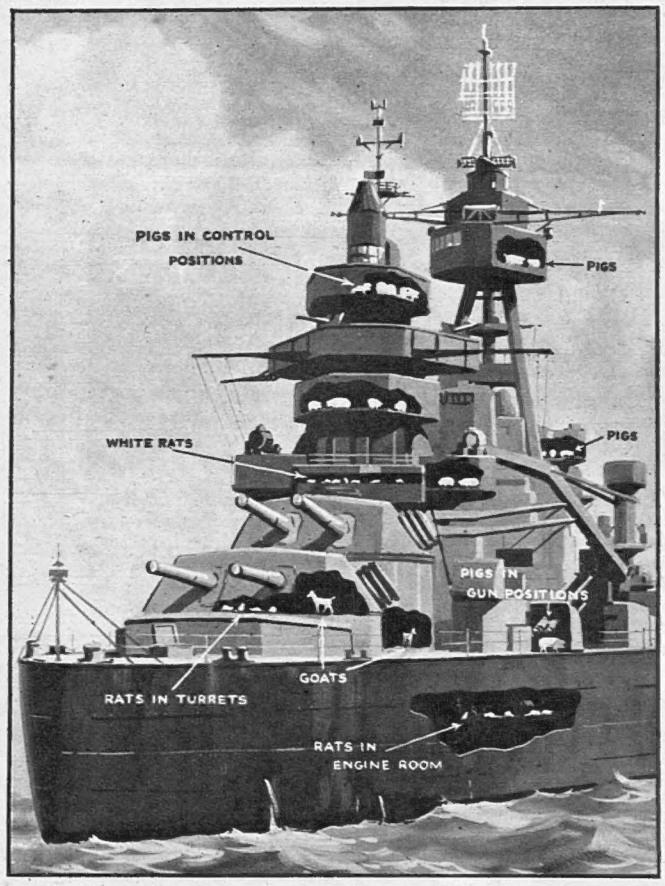
The above diagrammatic drawing, setting out to explain exactly what happens when an atomic bomb explodes and when a 10-ton H.E. bomb explodes, shows how the two explosions are quite distinct in nature. The H.E. bomb is concerned with molecules of matter only, the atoms themselves being unaffected, and abnormal pressure or blast is the most noticeable characteristic Heat is of little account and it will not even start fires unless materials of a highly inflammable nature, such as coal gas or petrol, are in the vicinity. The atomic bomb, on the other hand, is concerned with the very heart of matter; the results are therefore on an entirely new scale, unprecedented and transcendent. A just discernible speck of matter comprises at least a trillion atoms, and the speed of the liberated particles indicated in the diagram would take them round the world in less than one second. The pressure generated is, of course, on a terrific new scale, but, none the less, the outstanding effect of atomic explosions is that of heat, as witness the blistering effects achieved at Hiroshima at distances of a mile and more beyond the centre of explosion. This drawing first appeared in THE SPHERE of August 25, 1945



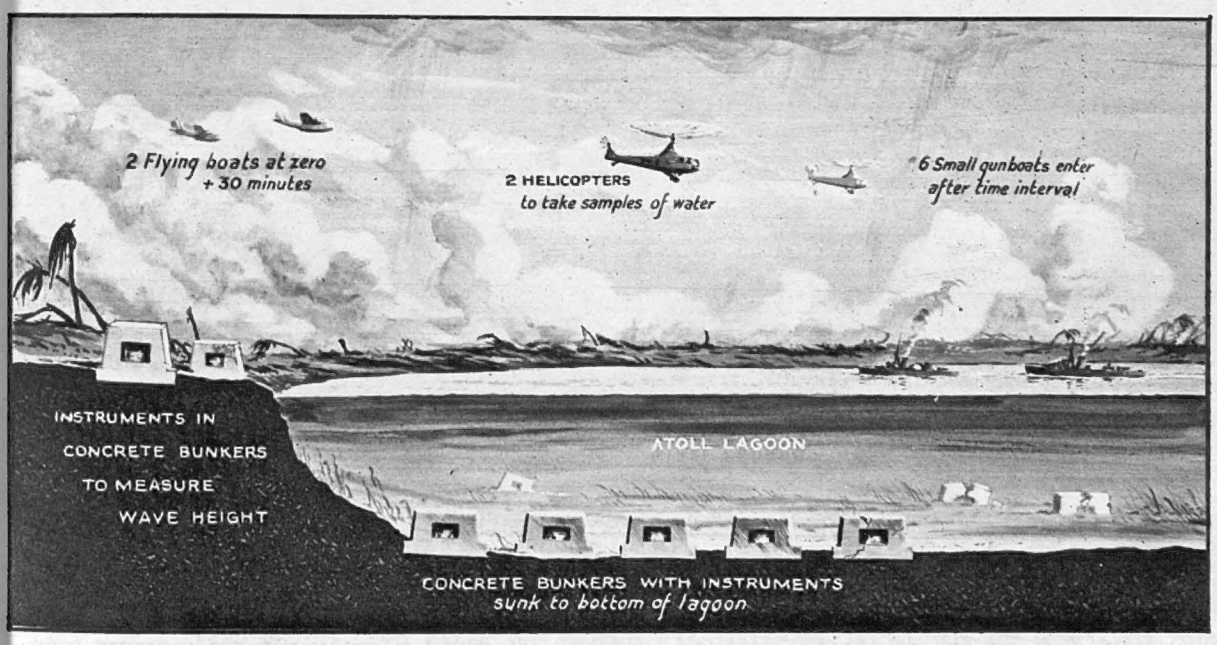
HOW THE TARGETS WERE ARRANGED FOR THE BIKINI TEST—THE SITUATION OF THE "NEVADA" AND "INDEPENDENCE" WITHIN THE LAGOON AND OF THE FOUR RINGS OF TRANSPORTS AND WARSHIPS WHICH WERE STATIONED TO THE WEST: A diagrammatic drawing illustrating Admiral Blandy's layout for the dropping of the atom bomb at 9 a.m. on July 1. The subsequent explosion was less effective than that at Nagasaki, but none the less the United States Navy reported that 59 of the 73 target vessels were damaged in varying degrees. Five vessels were either sunk or very seriously damaged, nine were badly damaged, five were moderately damaged, nine were superficially damaged, and thirty-one were negligibly damaged. The bomb dropped a little way from the main target ship "Nevada." When the first boarding parties entered the lagoon it was seen that the *Nevada* was still afloat, but great fires were burning in the aircraft-carrier *Independence*. The flight-deck was buckled and twisted, and the planes had been swept off as if by some giant scythe. The submarine *Skate*, directly behind the *Nevada*, was listing heavily to port with its conning-tower damaged, while behind it, on its side, lay the capsized destroyer *Lampson*. Later the *Lampson* sank



RECORDING THE EFFECTS OF THE MIGHTY EXPLOSION AT BIKINI: An artist's impression of the recent test, showing the 100-ft. watch-towers in which automatic cameras and sound-recording instruments were installed. These towers were the silent witnesses of much that took place, and at the same time pilotless planes, flying above the area of the explosion, obtained close-ups of the sequence of events as the great atomic cloud mounted skywards to a height of over 40,000 ft. This drawing by S. E. Beck was first published in "The Sphere" of March 2



THE PLAN THAT AROUSED THE IRE OF AMERICAN ANTI-VIVISECTIONISTS: A diagrammatic sketch showing how pigs, goats and rats were accommodated in some of the warships assembled at Bikini. Altogether 4,000 animals were used, and they awaited their fate in the same positions as a human crew would occupy in battle stations. One human being, William Parker, of Los Angeles, offered to join the animals, but the Navy Department declined the offer. When the first parties entered the lagoon after the explosion on July 1, it was seen that some of the goats were contentedly eating hay, still at their battle stations



A FURTHER ASPECT OF THE SYSTEM OF RECORDING ESTABLISHED AT BIKINI: A diagrammatic drawing showing the sunken instruments, each in its own concrete emplacement, which measured the height of the waves following the bursting of the atomic bomb. Other instruments, placed on the surface, measured radiation, heat, shock, and blast—*Drawing by S. E. Beck*

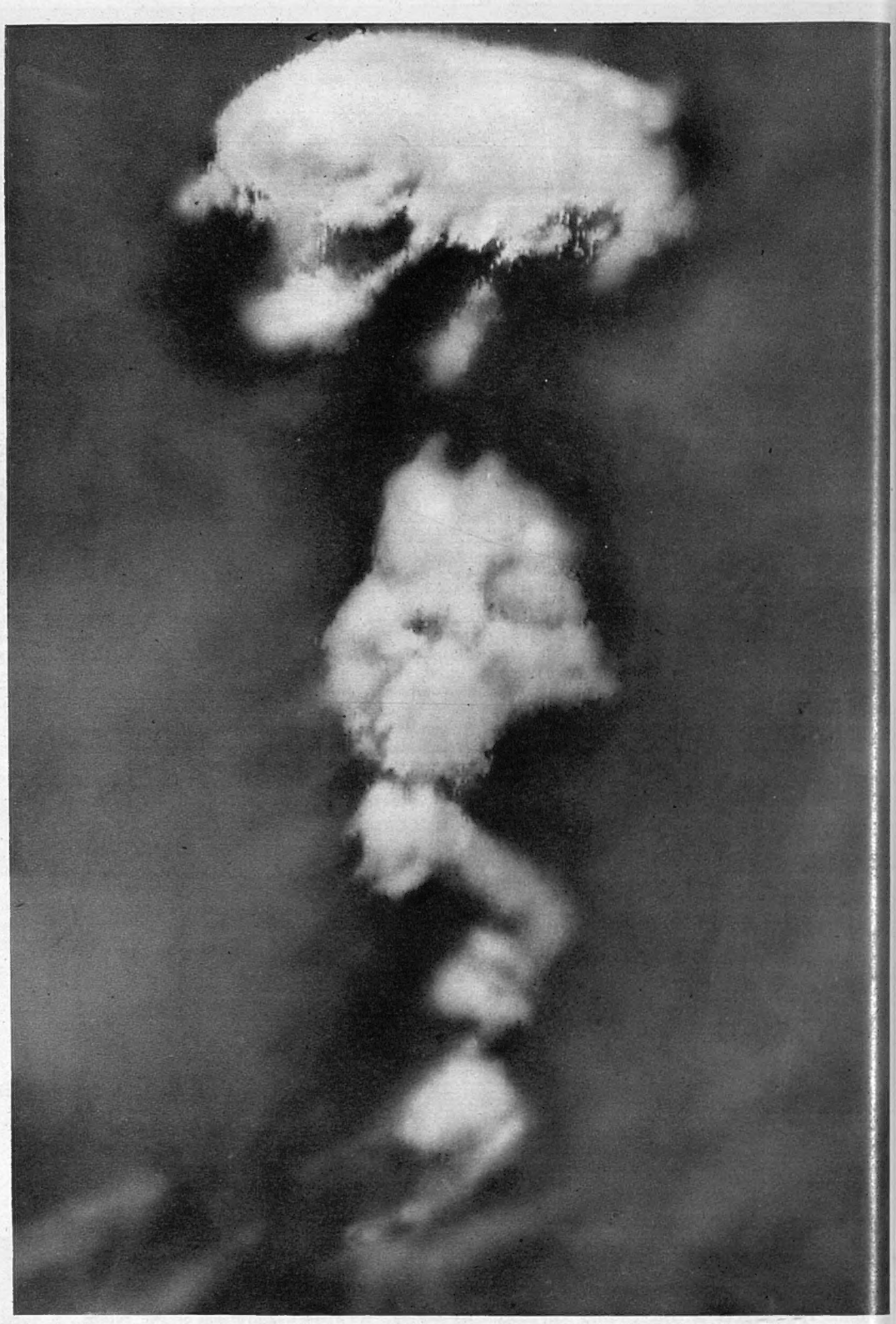
On left—In addition to the concrete emplacements for instruments measuring heat, radiation, etc., Admiral Blandy employed two helicopters to take samples of the water shortly after the explosion took place. By using helicopters it was hoped that no lives would be endangered, and as it happened the waters round some of the target ships proved to be intensely radio-active for many hours after the dropping of the bomb, so much so, indeed, that those ships were not approached by the crews for at least seventy-two hours

9 A.M., JULY 1, 1946 : The great cloud ascending skywards from Bikini after the explosion of the world's fourth atomic bomb. This picture was taken from the command ship at a distance of eleven miles

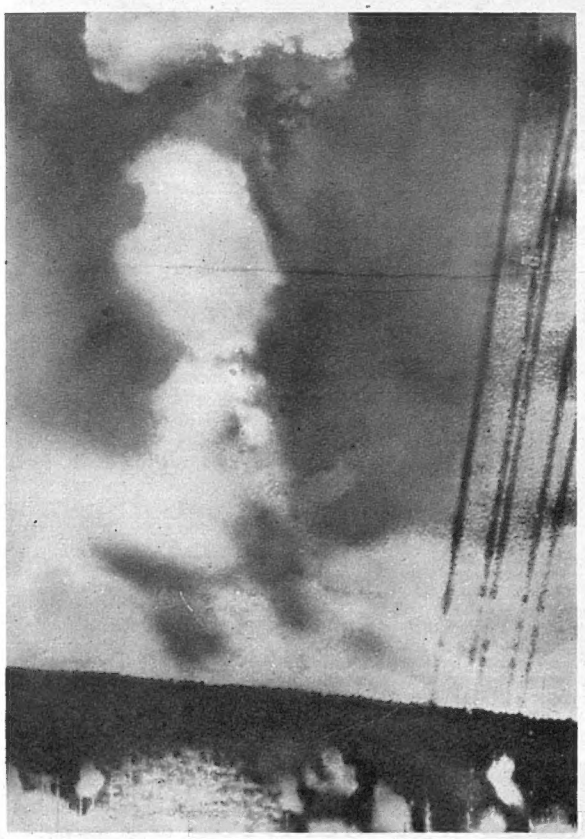
FIRST RADIO PICTURES FROM BIKINI

How the Cloud Roared Skyward and Dispersed, and What Happened to Some of the Target Ships

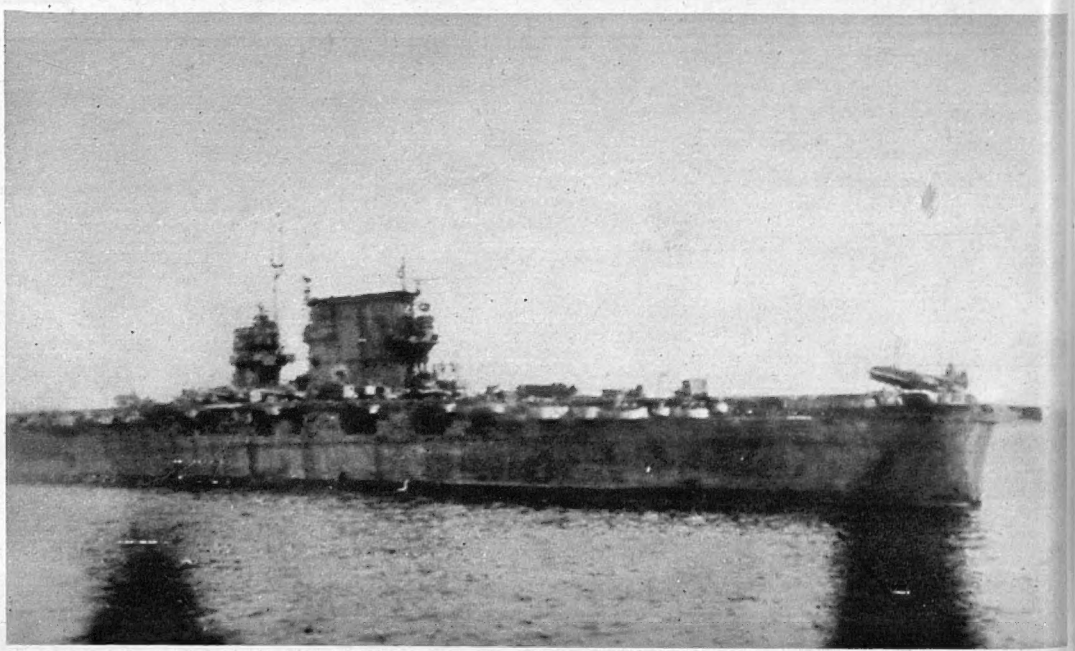
At the moment of writing there is no final verdict on the atom bomb experiment at Bikini, the highly radio-active waters having prevented the fullest investigation being completed at once, but Admiral Blandy has declared the experiment to be a marked success. It was stated at the time that the Bikini bomb was rather less powerful than the one which fell on Nagasaki, but was more powerful than the first one that exploded in New Mexico or the second which fell on Hiroshima, killing 80,000 people. These pictures were sent to London by radio



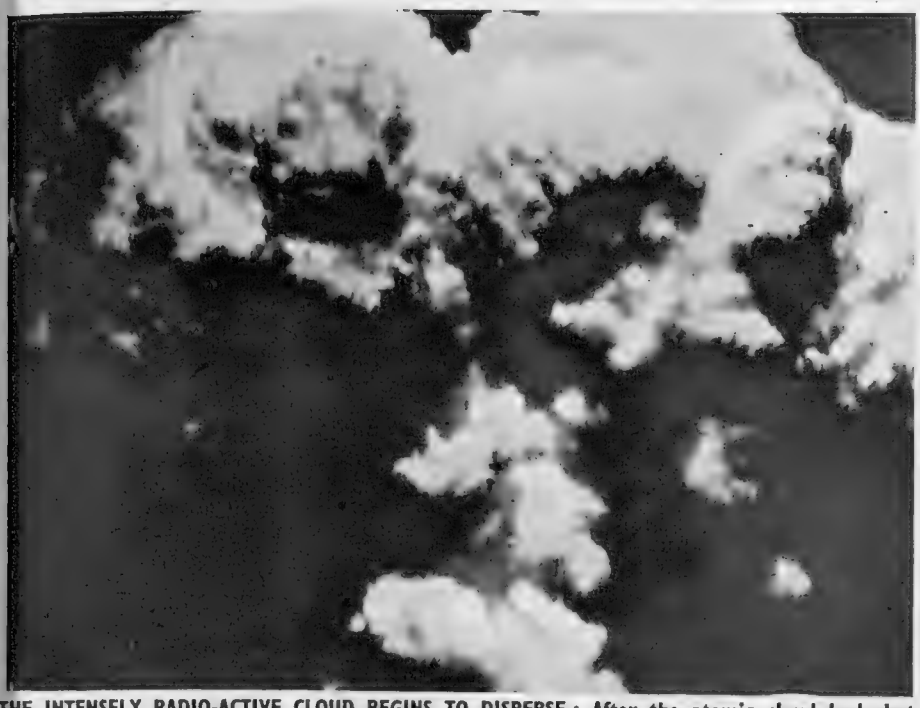
THE RADIO-ACTIVE CLOUD ASCENDS IN A GIANT PILLAR AND THEN MUSHROOMS OUT : This picture was taken by a photographer aboard a Boeing 29 accompanying the plane, "Dave's Dream," which actually dropped the bomb over the target fleet at Bikini. As in New Mexico, at Nagasaki and Hiroshima, the cloud shot upwards at immense speed and, at a great height, mushroomed out



THE EXPLOSION VIEWED FROM ADMIRAL BLANDY'S COMMAND SHIP : A picture taken a few seconds after the bomb had exploded, when the sea appeared to be aflame and the sulphurous cloud roared skyward



HOW THE AIRCRAFT-CARRIER "SARATOGA" SURVIVED THE ORDEAL : Together with the ex-German cruiser "Prince Eugen," this vessel was in the fourth ring of warships and over a mile from the point at which the atom bomb burst. At a first glance it would appear that the "Saratoga" was not extensively damaged and the planes assembled on her flight-deck all remained in position



THE INTENSELY RADIO-ACTIVE CLOUD BEGINS TO DISPERSE : After the atomic cloud had shot skywards and had mushroomed out, it began to drift away to the west, being dispersed by the strong winds above Bikini. The cloud reached a height of 50,000 ft.

THE ATOM BOMB MAKES ITS OWN COMMENT : The huge question-mark into which the smoke formed itself at one stage in its upward flight. This phenomenon, caused by varying winds, was a subject of general discussion among those who witnessed the explosion

WHAT HAPPENED TO THE LIGHT AIRCRAFT-CARRIER "INDEPENDENCE" : This vessel took station in the Bikini fleet close to the target battleship "Nevada," but as the bomb fell slightly behind, the "Independence" took the main shock. Eye-witnesses reported that every plane was swept from the flight-deck of the "Independence," the deck itself was wrecked, and great fires broke out in the ship

TWENTY MINUTES AFTER : Another picture taken during the dispersal of the vast radio-active cloud as it moved away to the west and south-west of the atoll. Several pilotless planes flew through the cloud

ANCHORED 440 YARDS FROM THE POINT WHERE THE ATOM BOMB BURST : This picture evidences some of the damage done to the superstructure of the heavy cruiser "Pensacola." Blast exerted its strength amidships, at the well deck, which was forced straight down 2 ft., while smoke-stacks were buckled and the forward mast bent

FOOTNOTE (*on right*)—THE GOAT TOOK IT CALMLY : One of the 4,000 animals which stood tethered at battle stations during the bombing. 75 per cent. of them, it is believed, survived the initial shock, but it was expected that many would succumb, eventually, to the deadly gamma rays

THE ITALIAN NAVY AWAITS THE DECISION OF THE ALLIED NATIONS—SOME OF THE SMALLER UNITS OF THE ONCE-POWERFUL FLEET TIED UP AT THE NAPLE NAVAL BASE IN THE SHADOW OF VESUVIUS: At the conference of Foreign Ministers in Paris it has been decided that Italy's future Navy shall consist forty-four principal units, but it will not include any of the newer and larger battleships. The Italians will keep two battleships, four destroyers and sixte torpedo-boats, the Ministers decided, and a special Naval Committee of Technicians is now sitting in order to determine what ships shall be given as compensation to Yugoslavia and Greece. The committee will also decide the ownership of the surplus craft. The whole question of the Treaty has aroused strong feelings in Italy, and Signor Orlando, the veteran statesman, has urged upon the Allies Italy's claims as a co-belligerent

FROM FOUR CONTINENTS

Italy and the Treaty; Goebbels' Brother Captured; American Wives in Japan; Supply in Java

NAVIGATION TAKES A NEW TURN: A revolutionary plan for ship propulsion is tried out in Puget Sound, Washington State, a naval landing-ship being fitted with the new Kirsten Cycloidal propellers instead of the standard type of screw. The Kirsten propellers have an orbit diameter of 7 ft. and are equipped with six blades, each cast from hollow manganese bronze. The rotor, which carries the blades, is driven through a unique spiral bevel gear, and it is claimed that complete ship control is maintained from the bridge. The cycloidal vessel may move sideways without forward or backward motion, and she can come alongside any pier without the help of tugs and the need for elaborate manœuvre. The rudder is also eliminated, the steering being achieved by imparting varying direction to the thrust of the blades

KONRAD GOEBBELS IS ARRESTED: The brother of the late Dr. Joseph Goebbels, the Nazi Propaganda Minister. Sick and unshaven, he is now in gaol at Darmstadt, having been captured in a remote South German village by the American authorities. Under Hitler, Konrad rose to be "Little Dictator" of German newspapers in the State of Greater Hesse, and he had the task of ordering them to print his brother's propaganda

THE PROGRESS OF FEMININE EMANCIPATION IN JAPAN: A woman who holds a key post in Tokyo business life. Mrs. Yoshika Matsuda, one of the first women in the country to hold an executive position in the commercial world, seen in conference with her assistants after taking over the work of chief of the Tokyo open-air markets, a concern which has over 60,000 employees. Mrs. Matsuda's husband was recently set upon and murdered by Tokyo black marketeers

THIS IS "PALACE HEIGHTS," TOKYO: These Nissen huts, built on a blitzed site in the centre of the city, will accommodate the wives and children of members of the occupation forces in Japan. The first arrivals are expected this month, and the fullest arrangements have been made for their reception. The building on the right is the dining-hall

MAINTAINING THE LINE OF COMMUNICATION IN CENTRAL JAVA: A Dakota drops supplies by parachute to Allied military forces in the region of Bandoeng. Although the road convoy from Batavia southwards operates regularly, it is subject to almost constant ambush by the Javanese insurgents, and in order to ensure regular supplies of food for Allied troops and civilians in the interior, units of No. 31 Squadron Transport Command are almost constantly in action. On one day alone eight machines of No. 31 Squadron operated a shuttle service and they succeeded in dropping nearly 100 tons of supplies into Bandoeng. Sixty per cent. of the tonnage dropped from the air goes to members of the civilian population, and in Bandoeng emergency shops have been opened where each citizen may buy a quota of the goods which arrive by air. The situation in Java was comparatively quiet during the month of May, but trouble flared up again in June when the Javanese insurgents made attacks upon members of the Chinese population, whom they accused of regular collaboration with the Dutch. This led at once to a further disruption in the communications between Batavia and Bandoeng, and the aerial artery of supply became increasingly important

AN ORPHAN OF THE INDONESIAN STORM: This young Eurasian girl was evacuated during June from the Cheribon area of Java, and she is seen guarding her family's belongings after boarding the naval craft which was to take her to Batavia

ARGENTINA'S NEW LEADER ASSUMES OFFICE: Resplendent in his military uniform, General Peron, the newly-elected President of the Republic, travels down the Avenida de Mayo en route to the Government House. His sweeping victory at the polls over the Democratic Union created deep uncertainty, outside Argentina

SPOKESMEN OF THE ARAB WORLD FORGATHER IN SYRIA: Abdul Rahman Assam Pasha (centre), Secretary-General of the Arab League, addressing the much-publicised meeting of the League at Bloudan, when he made some pointed comments with regard to the situation in Palestine and urged the necessity for Arab unity in the Near East. Seated on the right hand of the Secretary-General are Mouhamed Housein Heikai Pasha, of Egypt, and Fawzy Bey Malki, of Transjordan. On his left hand are Sheik Youssef Yassine, of Saudi-Arabia, and the Emir Abdullah Syful Islam, of the Yemen

PALESTINE JAVA AND TRIESTE

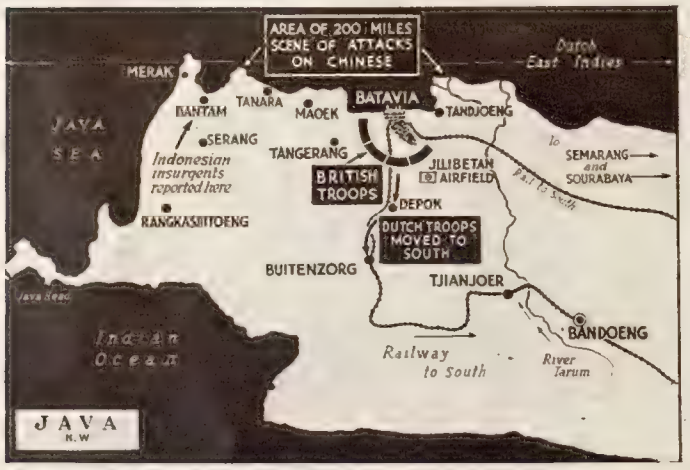
NEWS FROM THREE OF THE WORLD'S TROUBLE CENTRES

JAFFA, TEL-AVIV AND HAIFA—THREE PALESTINIAN COASTAL CITIES WHICH HAVE LATELY BEEN CENTRES OF RENEWED DISTURBANCE: Tel-Aviv was the scene of the kidnapping of five British officers, and as a result a 24-hour curfew had to be imposed. Meanwhile, at neighbouring Haifa illegal Jewish immigrants continued to arrive under escort, having been intercepted when still at sea—*Drawing by Percy Home*

The triangular conflict in Palestine, which has assumed ever more menacing proportions since the publication of the Report of the Anglo-American Committee of Inquiry, has of late centred particularly on the three coastal cities of Jaffa, Tel-Aviv and Haifa. Fifty years ago Tel-Aviv was a mere village among the sand-dunes, but now it has grown into a vast and prosperous city boasting a population of over 150,000. The recent kidnapping from the Officers' Club at Tel-Aviv of five British officers led to instant action by the British military authorities, and for several days the city was subjected to intensive house-to-house searches. For twenty-four hours none of the inhabitants was allowed into the streets and every street was barricaded. Meanwhile very different scenes have been enacted at Haifa, for into this port have been coming at regular intervals vessels which have been attempting to run the gauntlet of the British destroyers and which have been captured when trying to set down at quiet places on the coast illegal Jewish immigrants

***On right*—Jews from Greece, Yugoslavia, Czechoslovakia and Poland were landed at Haifa last week from the ship *Beauharnais*, alias *Josiah Wedgwood*, their attempt to smuggle themselves into Palestine having failed when their ship was intercepted 150 miles off the coast. Apparently it was the intention that the passengers should be landed at lonely points on the shore. The *Beauharnais* left Vado, in the Gulf of Genoa, on June 19. While she was being escorted to Haifa some of the immigrants dropped anchor, a manœuvre that caused several hours' delay**

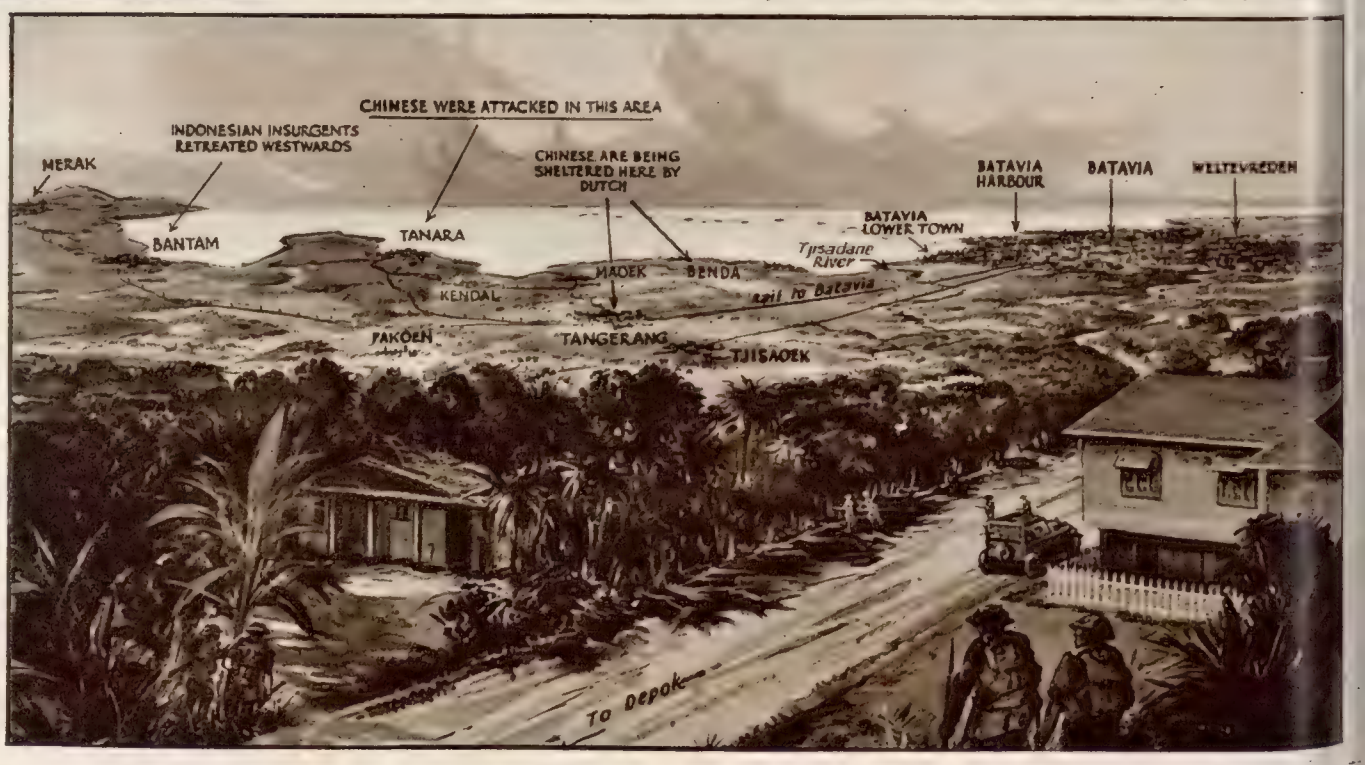
THE WOULD-BE IMMIGRANTS: Jewish men and women crowding the deck of the ex-Canadian ship *Beauharnais*, alias *Josiah Wedgwood*, as it reached the port of Haifa under escort after being intercepted by a destroyer

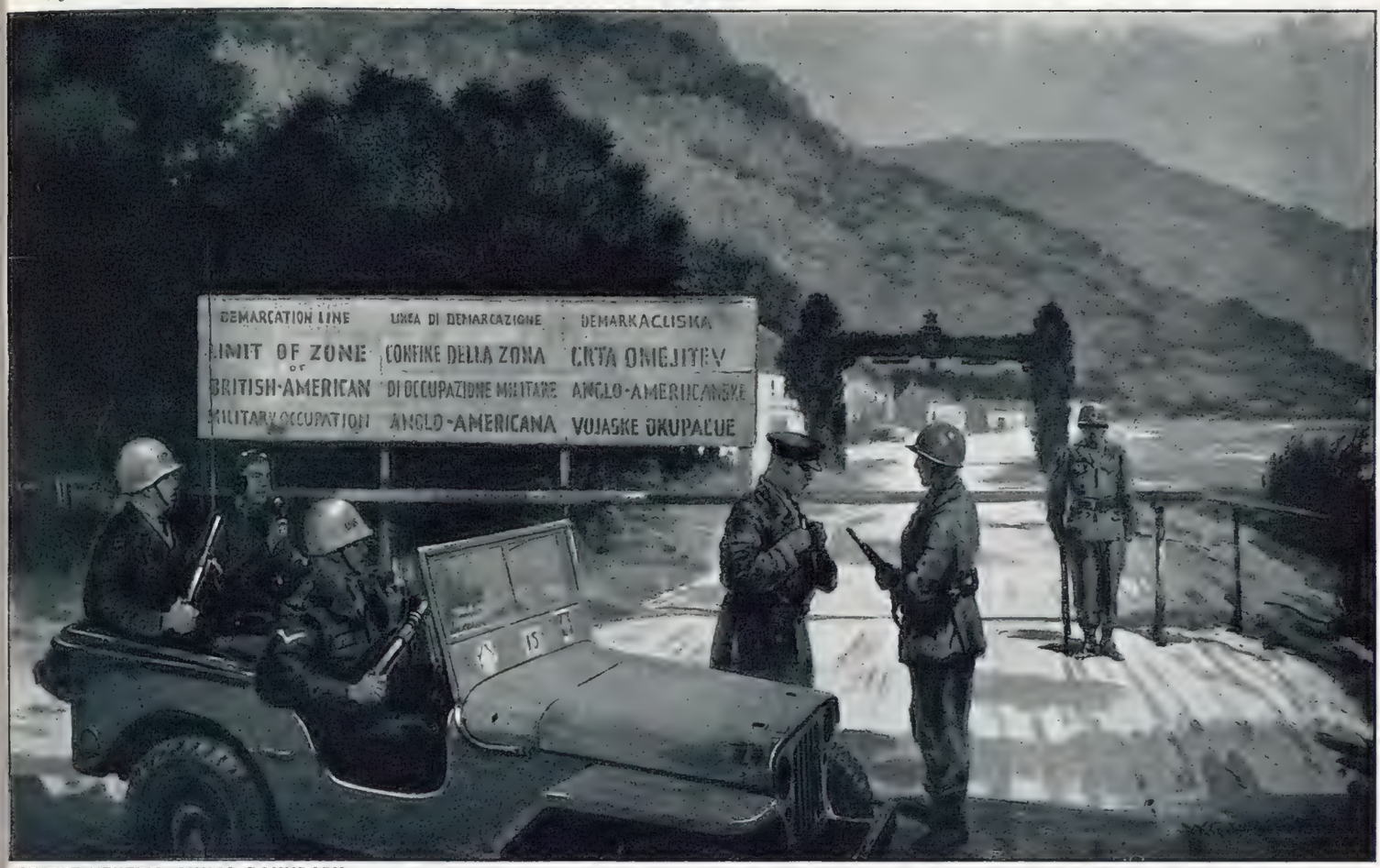


NEW DISPOSITIONS IN CENTRAL JAVA: A sketch map showing how British troops have now taken over duties in the Batavia area, forming a protective ring round the city, as a result of recent disturbances between the Javanese insurgents and members of the Chinese population. The Dutch troops have been moved to the south, replacing the British at Tjianjoer and Bandoeng. The Dutch now have local command in three towns, but the British still retain over-all control

***On right*—WHERE INDONESIAN REPUBLICANS HAVE RECENTLY ATTACKED MEMBERS OF THE CHINESE COMMUNITY:** A diagrammatic sketch showing the nature of the country between Tanara and Benda, to the West of Batavia. It was in this region that 600 wealthy Chinese residents were killed during June and about 30,000 were rendered homeless. The Indonesians attacked them, it is believed, partly to pay off old scores and partly because the Chinese are alleged to have co-operated strongly with the Dutch

—*Drawing by E. G. Lambert*





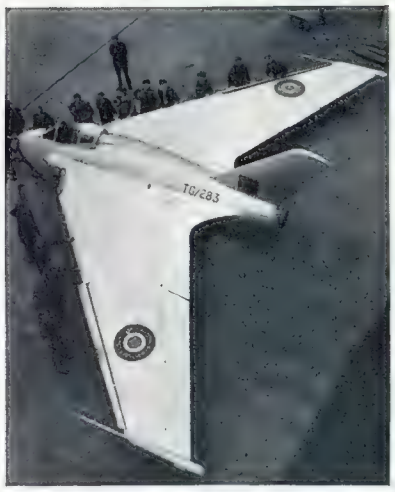
AT THE VENEZIA GIULIA BOUNDARY—A BRITISH OFFICER OF THE INTERNATIONAL POLICE FORCE SHOWS HIS CREDENTIALS TO AN AMERICAN SENTRY BEFORE BEING ALLOWED TO CROSS INTO THE YUGOSLAVIAN ZONE OF VENEZIA GIULIA: Seated in the jeep are members of the international police force, which is composed of Englishmen, Italians and Yugoslavians, and has been patrolling the area during the recent months of tension. They hold Sten guns at the ready in case of possible ambush. The triple notice board is written in English, Yugoslavian, and Italian—*Drawing by W. G. Whitaker*

During the last days of June and the first days of July, when the Big Four were wrestling in Paris with the thorny problem of Trieste, tension in the Trieste area continued to mount and there were numerous incidents of a serious nature. On July 1 United States troops armed with rifles and carbines broke up a mob attacking a Communist Party headquarters in Trieste itself, and British and American troops were frequently called upon to help the international police. One man in the mob stoned an American jeep loaded with military police, and he was at once shot. This picture by W. G. Whitaker illustrates a typical daily incident on the frontier between the British-American-controlled zone round Trieste and the Yugoslav-controlled zone, which includes Fiume, Pola and Parenzo. It was at one of these posts that supporters of Tito recently fired upon a number of racing cyclists

ON THE ROAD FROM TRIESTE TO POLA—A BRITISH STAFF CAR BREAKS DOWN IN A VILLAGE OF GIULIA ISTRIA, WHERE EVERY WALL IS EMBLAZONED WITH INSCRIPTIONS CALLING ATTENTION TO THE CLAIMS OF MARSHAL TITO AND THE YUGOSLAVIAN REPUBLIC: Even the mountainside is inscribed with the name Tito, and so profuse is the propaganda that it really defeats itself. One observer has stated: "During the long drive from Trieste to Pola not one Italian slogan, not a single Italian flag, is seen in an area where tens of thousands of Italians reside. The Italians there are terror-stricken"—*Drawing by W. G. Whitaker*

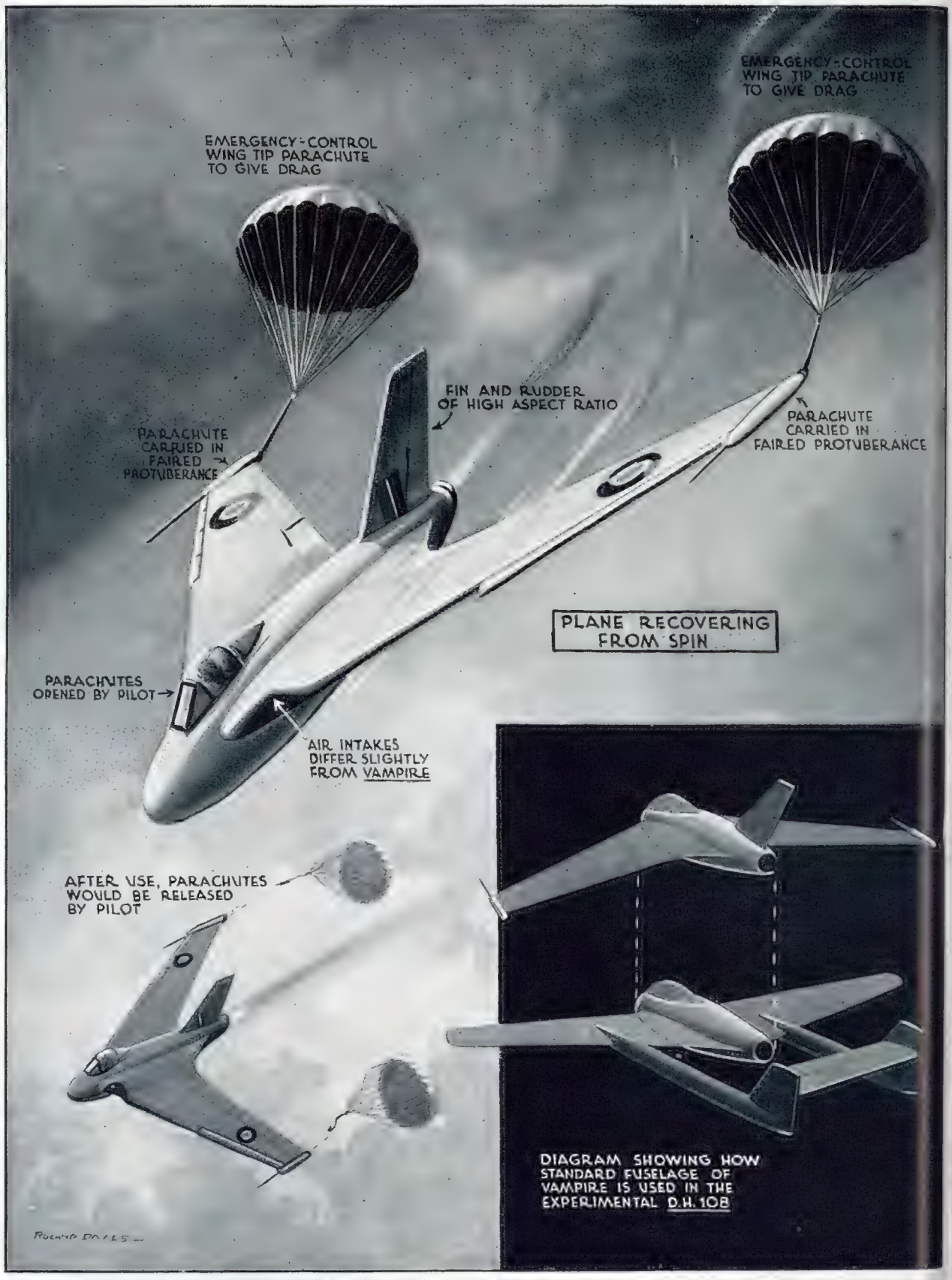
TRAVEL in the AIR AGE

The Progress of Research In Civil and Military Aviation



INTENDED FOR RESEARCH INTO THE PROBLEMS OF SUPERSONIC FLIGHT: The de Havilland D.H.108 Swallow, which has recently been engaged upon its initial tests in the hands of Mr. Geoffrey de Havilland. It has been designed and built solely for the purpose of exploring control and stability problems in high-speed aircraft with swept-back wings, and upon the lessons learnt will depend the future development of design. The Swallow is not in any sense of the word a "flying wing," having the fuselage of a standard Vampire powered by a D.H. Goblin jet turbine. The controllability of the Swallow has been well established, and in the hands of Mr. de Havilland it has been having dog-fights with a Mosquito

These are vital days in the development of civil and military aviation. On both sides of the Atlantic immense strides are being made in the progress of design, and experimentation is leading to the testing of many remarkable types. Of these the de Havilland Swallow, which is illustrated on this page, is a machine of immense interest, as it has been evolved entirely with a view to tackling the problems associated with travel around the sonic barrier. Its anti-spinning parachutes are shown in the accompanying drawing. Evidence of the aerodynamic research that has been conducted so unceasingly in Britain was provided by the recent display at the Royal Aircraft Establishment, Farnborough, where many of the latest types of civil and military aircraft were placed on view, primarily for the delegates to the Empire Press Conference in London



A SAFETY-FIRST FEATURE OF THE DE HAVILLAND SWALLOW: An artist's impression of the experimental jet plane with the emergency-control parachutes which have been released from the wing-tips by the pilot in order to counteract a dangerous spin. The parachutes are housed in faired protuberances at the wing-tips, and after they have served their purpose it is possible for the pilot to release them and continue his flight—*Drawing by Roland Davies*

THE AMERICAN ARMY AND NAVY INTRODUCE NEW AND UNORTHODOX TYPES: The wingless machine and the all-wing machine demonstrate their capabilities. *Left*—The V.173, with its beetle-like appearance, is the prototype of a United States naval fighter, and it is said to be capable both of hovering and of speeds in excess of 400 m.p.h. The port and starboard engines, it will be noted, protrude far beyond the wing in slender, tubular nacelles. *Right*—A U.S. Army helicopter hovering at a low altitude during a demonstration of new types staged recently at the County Airport, Schenectady, New York State. The advantages of the helicopter principle of vertical lift have long been realised, and during the war the American forces used these machines with success for coastguard rescue work. Their employment for mail deliveries between rooftop landing grounds on city post-offices has been suggested frequently and has been tried experimentally. Both the Bell and Sikorsky concerns are now producing helicopters on a commercial basis. Earlier in the year the Sikorsky S-51 achieved a new helicopter altitude record of 21,000 ft. and a speed record of 114·6 m.p.h.

TO SHOW THE FLAG IN THE UNITED STATES—THE CELEBRATED NO. 35 BOMBER SQUADRON WHICH, AFTER FLYING THE ATLANTIC, WILL TAKE PART IN THE AMERICAN AIR FORCE DAY CELEBRATIONS ON AUGUST 1: No. 35 Squadron, which is led by Wing-Commander A. J. L. Craig, D.S.O., D.F.C., the R.A.F.'s youngest Wing-Commander, includes many pilots and navigators who once operated in the Pathfinder Force and, but for the fall of Japan, would have operated in the offensive from the island of Okinawa. During the Squadron's stay in the United States numerous cities will be visited on a nation-wide flight. The Squadron has 40 officers and 176 other ranks, while, in addition, there are the ground crews who have flown the Atlantic in order to service the planes

AERONAUTICAL RESEARCH IN BRITAIN—A COMBINED DISPLAY OF BRITISH WAR AND CIVIL AIRCRAFT AT THE ROYAL AIRCRAFT ESTABLISHMENT, FARNBOROUGH: **This remarkable assembly of planes was gathered together recently at Farnborough for the inspection of delegates to the Empire Press Conference, Members of Parliament, Service Chiefs of Staff, and the general public. For more than forty years Farnborough has been the pivot of British aeronautical research, and these planes provide proof of the resource of our scientists and constructors. One of the most interesting exhibits was the Avro Tudor II., which is the largest aeroplane built in this country, having room for sixty passengers. Visitors were also impressed by the Avro York, the Handley Page Hastings, the Miles Marathon, the de Havilland Dove, and the Vickers Viking.** Mr. John Wilmot, the Minister of Supply, addressing the delegates, said that our minds were on the Empire and world-trade and passenger routes. "Behind us," he said, "our staffs are pressing on with their problems—altitudes, speeds, jets, instruments, pressure cabins, and many other devices. Behind us also are the operating companies and between us, I am sure, it will not be long before we are back to our proper place in the forefront of aviation"

HIGH AND DRY ON THE SANDS OF MARGATE: The collier "Acrity" was stranded recently by the unusually fast ebbing of the neap tide, her bows being firmly lodged on the beach, partly because she was heavily laden with a cargo of coal. In order to make sure of releasing her on the next tide, members of the crew dug a channel to seawards of the vessel and also beneath her bows. Holiday-makers were much interested in the spectacle of the stranded ship, and some of the youngsters chalked notices on her sides

AMERICAN OCCUPATION TROOPS AND THEIR WIVES WILL TRAVEL IN LUXURY: This is one of the 23,000-ton transports which are now being fitted out and modified at the Bethlehem Steel Company's New York yards for the United States Army. In all, nine transports are being converted, and they will be used to convey American troops to the European theatres of occupation, special accommodation being reserved for the wives and families of the men. Plans to accommodate the wives of American troops in Europe are far more advanced and are on a very much more elaborate scale than they are in the case of the British serving man, and this has already given rise to considerable criticism in the British Army of the Rhine

SOS FROM THE "AUSTERNFISCHER"

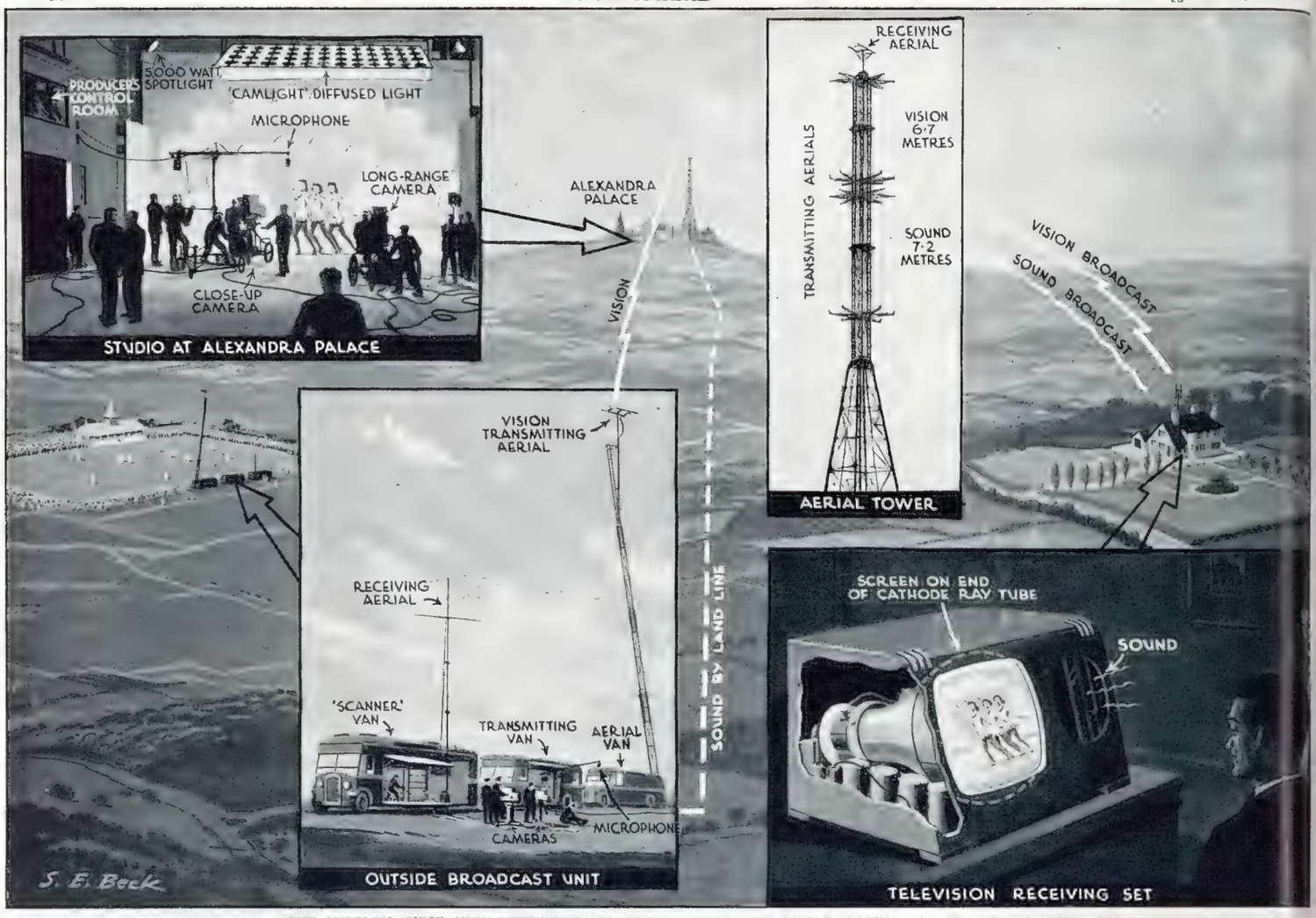
An ex-German Racing Yacht Calls for Assistance in a Channel Gale; and Other News of the Sea

UNDAUNTED, THEY TRY AGAIN: W. Kutneski and [illegible] a bent for adventure, seen on board their [illegible] on a second attempt to cross the Atlantic to [illegible] time a month ago their boat was damaged in [illegible] been much in the news of late, and port a[illegible] eye on those who would appear to be plann[illegible]

DRAMATIC RESCUE IN MID-CHANNEL: The former German racing yacht "Austernfischer," her mainsail torn to shreds by a wind of almost gale force, battling with heavy seas some minutes before being taken in tow by the corvette H.M.S. "Bamborough Castle," which is seen looming up in the distance. The "Austernfischer," which is one of fourteen vessels being taken over by the R.A.F., left the Elbe in mid-June for the R.A.F. Yacht Club's H.Q. at Calshot, near Southampton. When towed in to Folkestone the yacht had covered 450 miles and the sails had twice been repaired. One of the members of the crew said that it was when the sails were torn a third time that they decided to signal for assistance.—*From an oil painting by Montague Dawson*

t McKinley, two Californians with Cannet" before leaving Liverpool a. When they set out for the first ey gale. Amateur yachtsmen have ties have been asked to keep an set 'out on long ocean voyages

A NEW DEVICE FOR SAVING LIFE AT SEA: Called the "Covered Waggon," because of its canopy for protection, this American Army Air Force 20-man life-raft is now being tested out by the U.S. Engineers, of Air Material Command. The raft is inflated with carbon dioxide, and it is made entirely of rubber. It is so designed that if one side is punctured by small arms fire, the other side will support the twenty occupants. Round the sides of the "Covered Waggon" are ropes to aid men in climbing aboard. The demonstration of the raft took place recently at Wright Field, Ohio, together with the 100-man rescue float, another remarkable invention of war-time origin (illustrated in the June 29th issue of "The Sphere")

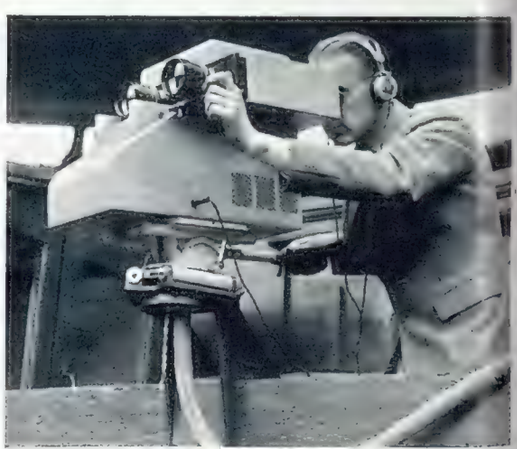


THE WORLD'S FIRST HIGH-DEFINITION TELEVISION SERVICE IN ACTION AGAIN: A composite drawing showing how the images are transmitted from the studios at Alexandra Palace to the home receiving set. In the lower pictures on the left an outside broadcast unit is seen televising a cricket match, the high aerial transmitting the impulses to Alexandra Palace for general broadcasting. Television was inaugurated in London in the autumn of 1936, but broadcasting closed down at the beginning of the war. When it reopened again on June 7 the service was instantly successful, and the broadcast of the Victory Parade in London was actually received as far away as Minehead—*Drawing by S. E. Beck*

TELEVISION STAGES ITS POST-WAR COME-BACK

The Helicopter is Introduced as a Crop Destroyer

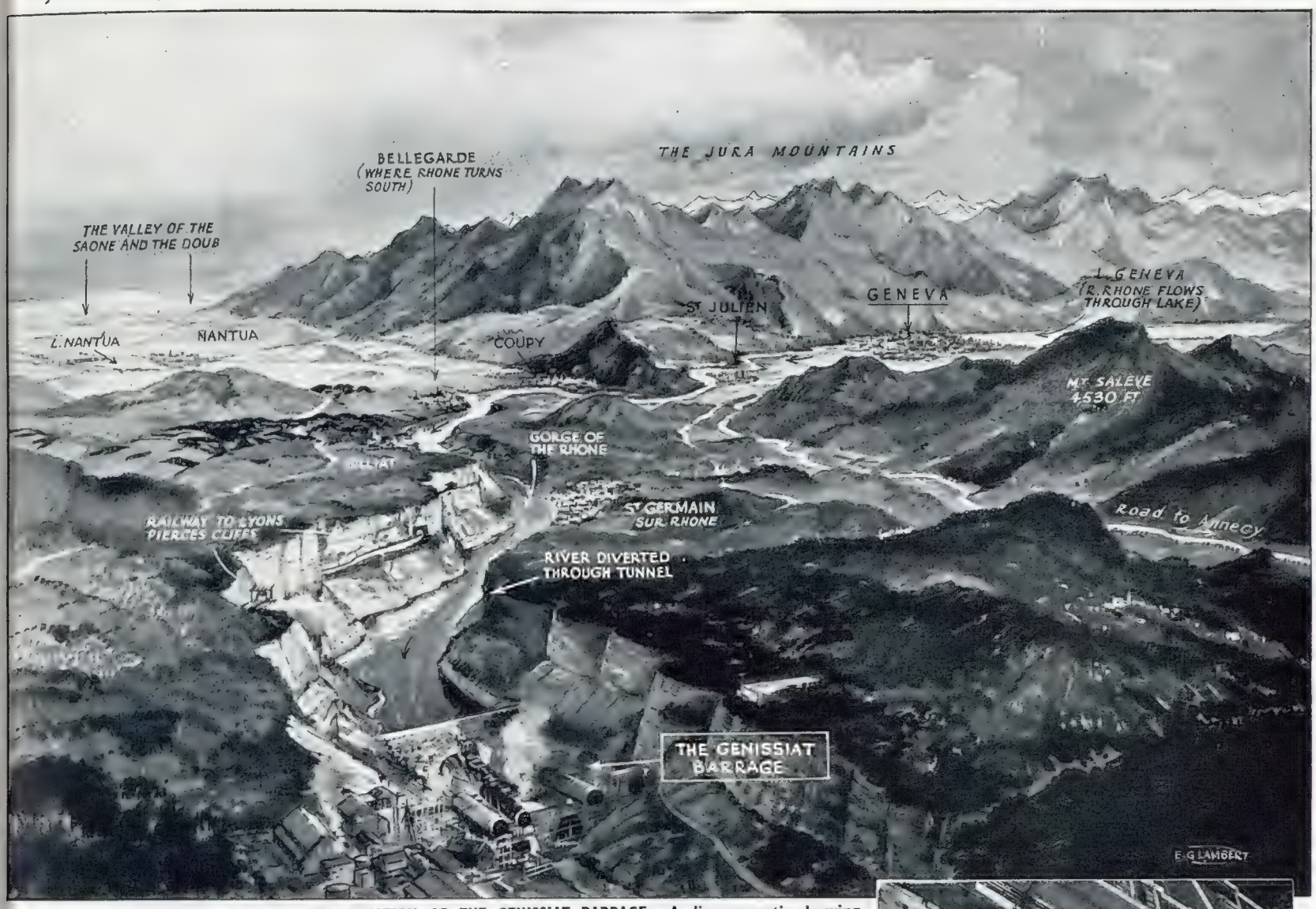
High Definition television—that is, combing the image electrically into 405 lines and presenting it to the viewer fifty times a second—came into the realm of practical broadcasting in 1936. The effect was a brilliant, flickerless picture, with fully adequate light and shade and it was little wonder that by 1939 the television service should have made vast strides and achieved a wide measure of popularity. Now it has been revived, and the London Station is engaged in regular broadcasts which, in the first month, have delighted viewers in many parts of the country



THE TELEVISION CAMERA AT WIMBLEDON: An operator recording a Championship match on the Centre Court. The telephoto lens provides viewers with a close-up picture of the players on the court. Sometimes several cameras are used

AN IMPORTANT NEW USE FOR THE HELICOPTER: A spraying machine in action at low level during a recent demonstration of modern pest-control equipment at Cambridge. The helicopter is hovering at low level, and its chemical tank is discharging through twelve sprays in front of the pilot's cockpit. This machine is an adaptation of an Army model, but the Cierva Autogyro Company has now designed a weight-lifting helicopter specifically for the destruction of pests, for which the helicopter is basically suited and for which horizontal speed is comparatively unimportant. This has a triangular configuration with two side-by-side rotors in front and a single rotor at the tail. Weight-lifting helicopters are also being developed in the United States, and the American Piasecki PV-3 is the largest transport helicopter flying to-day. This machine has two rotors placed in tandem, an arrangement that makes for a high degree of aerodynamic efficiency

TELEVISING THE WINDMILL GIRLS: A broadcast in progress at the studios of the London Television Station at Alexandra Palace. Even before the war plays were being televised with complete success, also revue, cabaret, ballet, and the opera



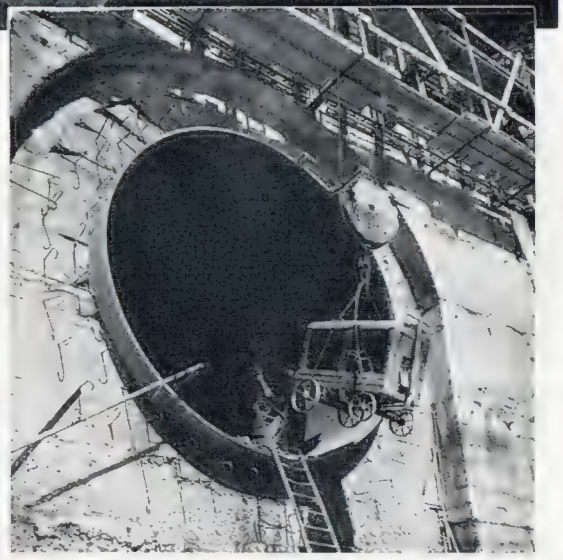
THE SITUATION OF THE GENISSIAT BARRAGE: A diagrammatic drawing of the upper reaches of the Rhone Valley, south of Bellegarde, showing the situation of the dam which is now in process of construction and which will probably be completed in 1947, providing much-needed cheap power for the city of Lyons and other important industrial centres of South-East France. The dam will be of straight gravity design and will be 350 ft. long—*Drawing by E. G. Lambert*

THE GREAT RHONE BARRAGE

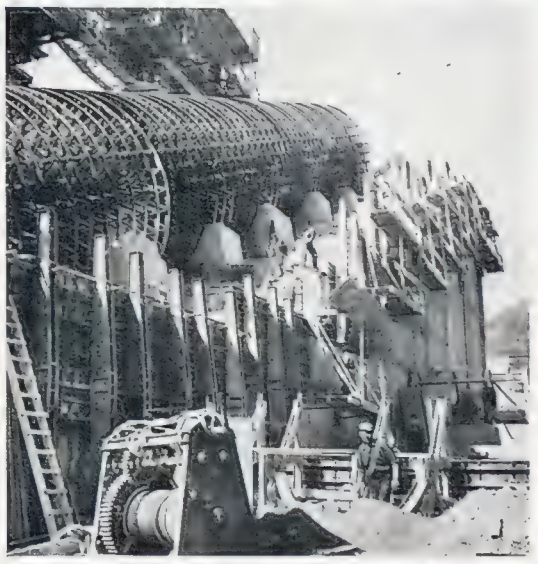
The Progress of the Hydro-Electric Scheme at Genissiat which will Supply Power to South-eastern France

France, with her desperate shortage of coal and her vital need for cheap power, is at present launching upon a number of elaborate hydro-electric schemes, two of which are situated in the Rhone Valley. The new barrage at Genissiat was actually begun in 1939, and it is on the upper reaches of the great river less than fifty miles south of the point where it emerges from Lake Geneva, and about 100 miles upstream from Lyons, the vast centre of the French textile industry to which it will one day supply cheap electric power. The Genissiat Dam will be the second biggest structure of its kind in Europe, being exceeded in dimensions only by the Dnieper Dam

BUILDING THE GENISSIAT DAM: A general view of the work in progress showing the five water-pipes through which the river will flow. The Rhone has been diverted at this point through a tunnel in the cliffs, and the builders are able to operate on dry land. Heavy cables slung between the towering cliffs transport the material from point to point. The gorge at Genissiat is over 100 yards wide



TO CARRY THE WATERS OF THE RHONE: The exit point of one of the five great pipes through which the river will flow when the new dam is complete



EMBEDDED IN STRONGLY REINFORCED CONCRETE: One of the pipes through which the flow of the river will be controlled and by means of which the Rhone will be harnessed for hydro-electric purposes

IN PURSUIT of an IDEAL

Group-Captain Cheshire's Ex-service Colony at Gumley Hall; and British Youths Help to Build an International Hostel in the French Alps

COMMUNITY LIVING IN LEICESTERSHIRE: Group-Captain Cheshire, V.C., D.S.O., D.F.C., plans to carry the comradeship of war service into the years of peace. With ninety-three ex-Servicemen and women, he has bought Gumley Hall, near Market Harborough, where they are establishing a colony which will be largely self-supporting. Here he is discussing alterations with two ex-Servicemen Mr. Wilde (left) and Mr. Richards (right)

THE RECTOR OF GUMLEY MEETS THE MARKET HARBOROUGH SETTLERS: The Rev. L. Gardner is seen with some of the original members of the scheme. It will provide them with an open-air life and a fine old house to live in. Twenty-five families are expected to be at Gumley by the end of August

CABBAGES FOR COLONISTS: Captain V. Stewart-Illingworth (late Recce Corps) and ex-Sqn.-Sgt.-Major H. Wilde (late R.A.C.) start work in the market garden at the colony

SCENE OF THE GREAT EXPERIMENT: Gumley Hall, where Group-Captain Cheshire's colony has been established, is a large house with forty-five bedrooms, situated approximately five miles north of Market Harborough. It has sufficient ground upon which to develop minor industries, a three-acre lake and an attractive playground for children

Group-Captain Cheshire, the man whose resolution took him time and time again to the target areas in the heart of industrial Germany, and who was eventually awarded the V.C. for his valour, is founding at Gumley Hall, Leicestershire, a remarkable colony which has as its spiritual basis the belief that the comradeship of the Services can be brought into everyday life. His colony is already establishing itself, and while it is founded upon the idealism of one man, it plans to progress as a community by developing highly practical plans for agriculture and by the setting up of a series of minor industries, some of which will draw their profit from outside and some of which will provide essential services for the community. Gumley Hall is magnificently situated in the very heart of rural Leicestershire, and, with its lake and extensive grounds, it is a paradise for the younger members of the community who are already established there

TIMBER FROM THEIR OWN TREES: The first settlers at Gumley Hall have already done much work preparing the house for its new role. They have repaired roofs, built latrines and washhouses and even made some furniture. Much of the timber used comes off the estate—an inestimable saving in time, money and filling up of forms. Group-Captain Cheshire is seen with two members of the colony in a beautiful corner of the grounds

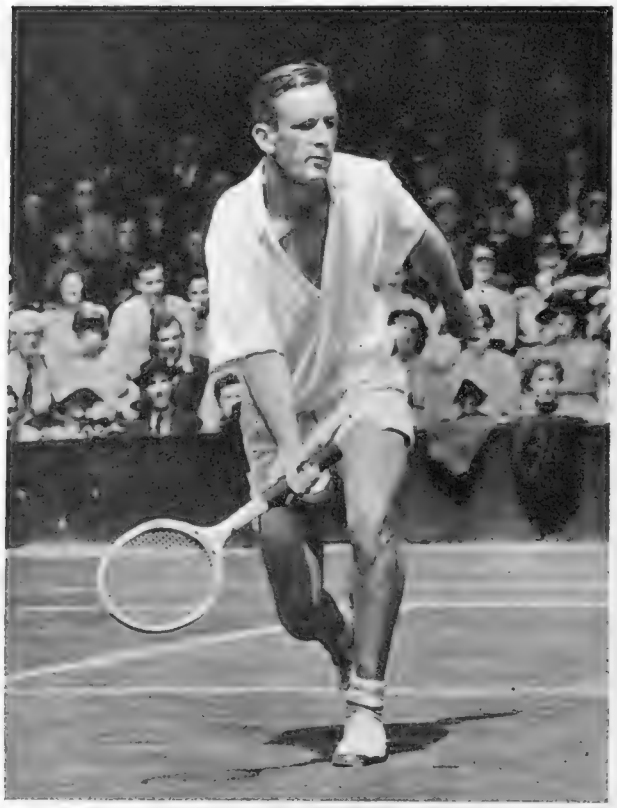
BUILDING A YOUTH HOSTEL IN THE FRENCH ALPS: These young people are members of the British Youth Hostels Association who have paid their own expenses to travel to La Bez, near Briancon, one of the highest towns in Europe, and who are helping to build the first post-war international youth hostel in France. The party, led by Noel Vincent, a young scientist, has already started work on the conversion of an eighteenth-century farmhouse that was used, during the war, by Italian troops and by Maquisards. They prefer to lunch in the mountain air, taking advantage of the glorious setting 5,000 ft. above sea level

THE G.P.O. IN THE WOOD-SHED: **Rex Bennett is a Post Office worker from Islington who has devoted his holiday to the youth of the world who will come in the future to La Bez. It is to be an international camp and contingents from Denmark and the U.S.A. are already on their way**

The International Youth Hostel, which is now being built in the mountains at La Bez, amid the rarefied atmosphere of the French Alps, has, in common with Group-Captain Cheshire's Gumley Hall experiment, an origin rooted in idealism. Englishmen, Americans, Danes and Frenchmen have come together as "pick-and-shovel" volunteers, and in recent weeks, such is the enthusiasm, the new international hostel has already made remarkable strides towards completion. The volunteers from the British Youth Hostels Association have paid their own expenses to go out to La Bez, but they are enjoying themselves hugely and they all declare that they would not have missed the chance for worlds. Their leader is Mr. Noel Vincent, a young scientist

THE BEARDED LEADER: Mr. Noel Vincent (right), a thirty-five-year-old scientist, who is leader of the British party at La Bez, is seen in the sun and mountain air of the French Alps, going over some of the constructional plans with three of his companions

AUSTERITY LIVING: Sleeping-bags and rucksacks are essential items of equipment in the derelict farmhouse at La Bez. Nora Cunningham, who is a clerk in the Ministry of Food, prefers the bag to the bench while helping Glennys Evans, of Cambridge, to wind wool



THE MEN WHO FOUGHT OUT THE FINAL: Brown (*left*), of Australia, who was defeated by Petra (*right*), of France, in the Men's Singles Championship. Both men created surprises in their progress to the last round, Brown by his easy defeat of Drobny, the Czechoslovakian, and Petra by his brilliant display in a five-set match against Tommy Brown, of San Francisco

A CASUALTY IN THE SEMI-FINALS: Tommy Brown, of San Francisco, who led Petra by two sets, but was eventually defeated in five gruelling sets. He was unseeded

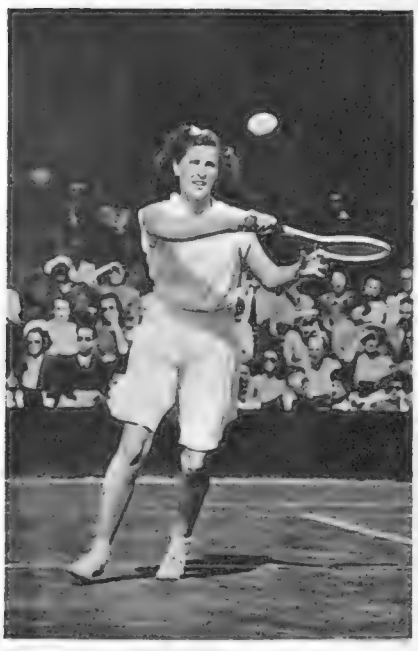
SPEED ACROSS THE COURT: Miss Bundy, of the United States, reached the semi-finals by defeating Mrs. Menzies (the former Kay Stammers), but her opponent raised British hopes by capturing the first set. Miss Bundy's mother won the Women's Singles in 1905 and 1907

WIMBLEDON: THOSE WHO STAYED THE COURSE

The Semi-Finalists and Finalists in the Lawn Tennis Championships of 1946

The Wimbledon of 1946 will always be remembered as a complete triumph for the overseas contingent, and although many favourites, such as Kramer and Drobny, fell by the way, there were no British players to take advantage of their lapses. The Women's Singles was an all-American affair and there is no doubt that these Wightman Cup players from the United States are, for the moment, in a class of their own

THE MAN WHO PUT OUT THE FAVOURITE: J. Drobny, of Czechoslovakia, who accounted for Jack Kramer, of the United States, in one of the early rounds

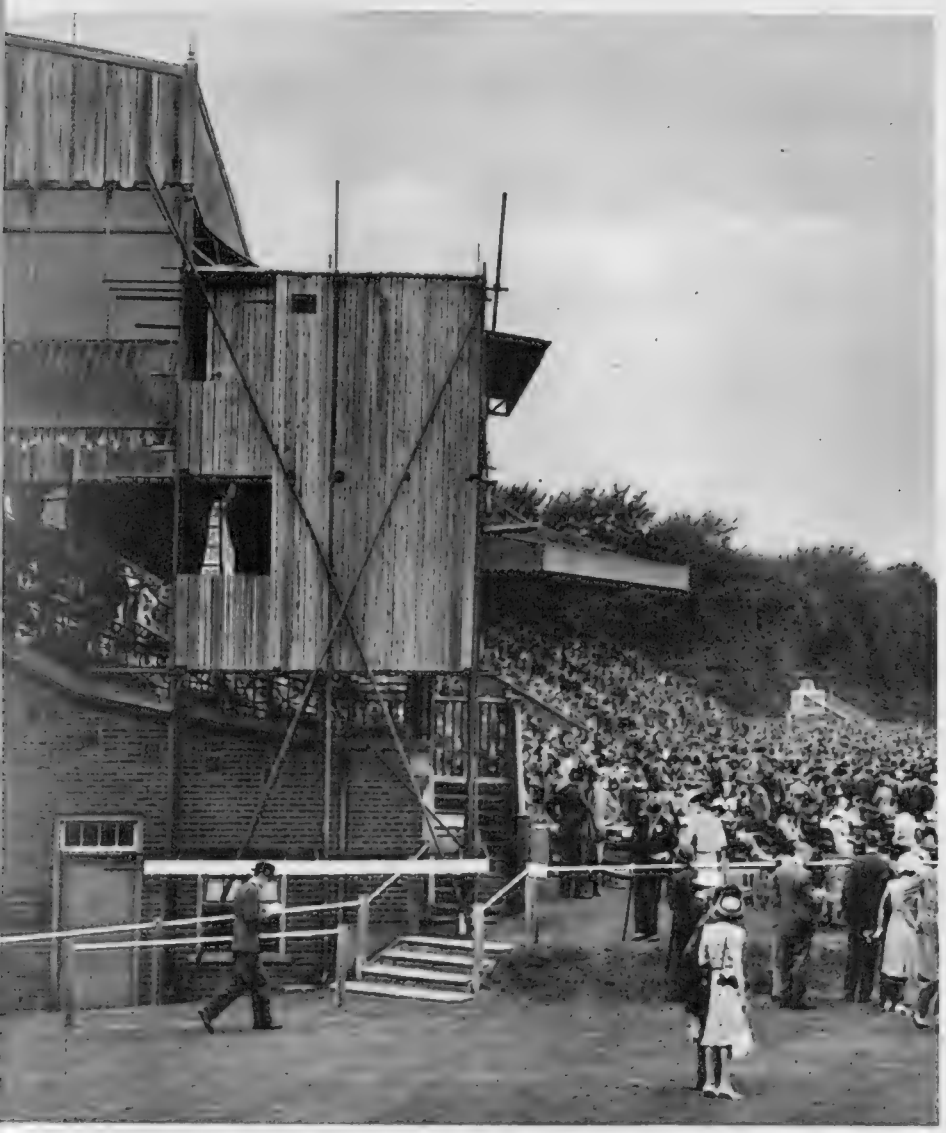


A BRILLIANT PAIR FROM THE UNITED STATES: Miss M. Osborne ***(left)*** and Miss Pauline Betz ***(right)***, both members of the Wightman Cup team and exponents of the hard-hitting singles game, gave a delightful exhibition at Wimbledon. Miss Betz drives fast and wide, and plays a more robust game than her great predecessors, Miss Jacobs and Mrs. Moody

ONE OF THE LAST BRITISH SURVIVORS: Mrs. Michael Menzies (the former Kay Stammers), who did well to reach the last eight

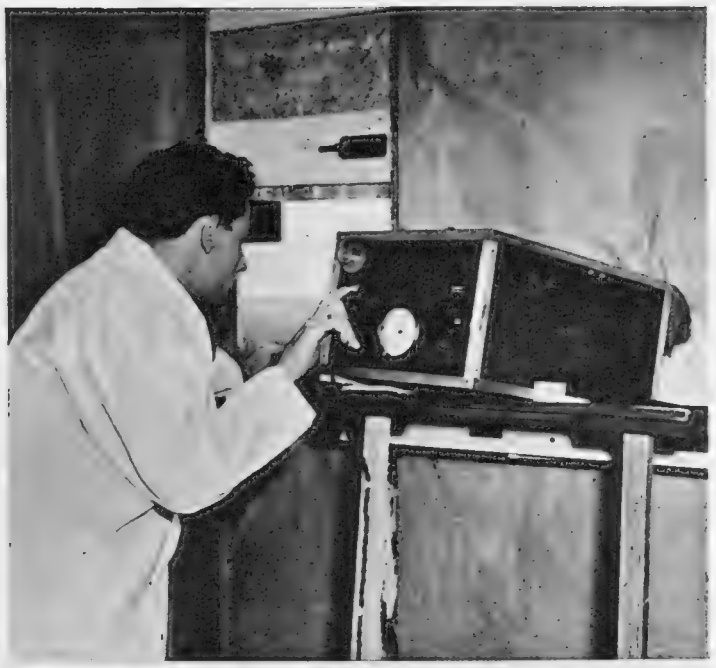
EXPONENT OF THE CHOP STROKE: Miss L. Brough (United States) fought her way to the final with great determination

NEWMARKET INSTALS THE "PHOTO-FINISH"



THE JOCKEY CLUB'S IMPORTANT INNOVATION: A view of the temporary structure set up at Newmarket in order to make a photographic record of the results of races. The system has been in operation for some years in other parts of the world, and some of the leading dog tracks in England have already adopted it with considerable advantage

Since the close of the war the Jockey Club has instituted numerous changes for the benefit of racing and of racegoers in this country, and their recent tests at Newmarket with the photo-finish camera have been watched with keen interest. The system has already been instituted at the White City and Stamford Bridge dog tracks in London and has proved an enormous success. A picture is taken of every finish regardless of whether it is closely contested, and then, if the judge is in any doubt he announces a photo-finish. After a delay of no more than three minutes the judge receives a picture of the finish, makes his decision, and then orders the relevant numbers to be put into the frame



THE PHOTO-FINISH RECORDING CAMERA HAS AN EXPERIMENTAL RUN: The operator preparing to take a picture from his elevated dark room of the finish of the Lidgate Selling Plate, on the July Course at Newmarket

VIEWED FROM AN ANGLE: An ordinary camera record of the finish of the Lidgate Selling Plate at Newmarket. The winner, Evzone, is seen in the centre and the grey was beaten a clear half-length, although it might not appear so from this picture. The photo-finish picture, reproduced below, reveals the exact positions of the horses as the winner was passing the post

WHAT THE PHOTO-FINISH CAMERA RECORDS: Lieut.-Colonel Frieze's Evzone (ridden by H. Wragg) passing the post at Newmarket a clear half a length in front of Mr. E. B. Baring's Our Pat, with the favourite, Mr. S. F. Raphael's Cactus, a further three-quarters of a length away in third place. In this race for the Lidgate Selling Plate at Newmarket the Jockey Club made its final test of the photo-finish apparatus, and it is probable that it will now be installed on race-courses throughout the country. At Newmarket, where the course is wide, and horses often finish on opposite sides, the camera record will be quite invaluable

A BEGINNER AT THE BUTTS: Mr. F. E. Bilson, a brilliant performer with the bow, instructing Mrs. Clever, a newcomer to the sport, on the range of the Royal Toxophilite Society

CURRENT NEWS WITH AN HISTORIC BACKGROUND

Pictures Which Have Links With Britain's Historic Past

The art and practice of shooting with a bow and arrow, which died out with the invention of gunpowder, was revived in the year 1780 as a pastime, Sir Ashton Lever and some of his friends taking up the sport at Leicester. In the following year the Royal Toxophilite Society was founded, and ever since then it has been regarded as the controlling authority of the sport in this country. It appears that archery is beginning to gain in popularity again, and the forthcoming World Archery Championships in Sweden should give the sport a further measure of publicity. The butts of the Royal Toxophilite Society are situated near Marble Arch in a very lovely setting

URBAN ARCHERS IN A RURAL SETTING: A scene on the range of the Royal Toxophilite Society which is situated about a quarter of a mile from Marble Arch. The Society has been in existence since 1781 and in London it has for long had an enthusiastic following. It has 200 members

THE POET TENNYSON'S HOME AS A GUEST HOUSE—THE CELEBRATED ESTATE NEAR FRESHWATER BAY, IN THE ISLE OF WIGHT, WHICH WILL NOW ACCOMMODATE SUMMER VISITORS: Tennyson first went to live at Farringford in 1853 and he purchased the property out of the profits of his poem "Maud"

Tennyson, to whom fame and money came in the midst of his working life, became increasingly weary of the many intrusions upon his time while he lived near London, and thus it was that he decided to buy the secluded Farringford estate at the western end of the Isle of Wight. During the rest of his career Farringford remained his home for a part of each year. Farringford itself is not a remarkable house, but its surroundings are superb, and on the Tennyson Down, which towers 450 ft. above the sea, superb views are obtained of the Solent

ORD KNOLLYS DELIVERS TO THE LORD MAYOR OF LONDON A "FRESH-PLUCKED ENGLISH ROSE": This custom was observed recently at the Mansion House with all the traditional ceremony and solemnity. The ceremony dates from the year 1381, when the London City Fathers asserted their authority over a popular hero of the day, Sir Robert Knollys, by ordering that this veteran of the Battle of Crecy, who had offended against their by-laws by building an awkward addition to his house in the then fashionable Seething Lane, should pay an annual fine of a "fresh-plucked English rose." Heads of the family have continued to pay the fine ever since

WITH A HISTORY: Surgeon-Captain H. M. Willoughby handing over to the Rev. H. J. Matthews the Red Cross flag and the Blue Ensign flown by the hospital ship "Oxfordshire" during her war career. The flags will be in the safe custody of the Church of the Good Shepherd at the Royal Naval Hospital, Plymouth. The *Oxfordshire*, a former Bibby liner, has served as a hospital ship in both World Wars, and she was among the first relief vessels to enter Hong Kong

AN AUSTERITY MENU AMID TUDOR SPLENDOUR: The scene in the Great Banqueting Hall at Eltham Palace as members of the Army Education Corps held a dinner in connection with their centenary celebrations. It was very probably one of the first dinners to have been held in the hall since Henry VIII entertained there in 1515. The Army Education Corps has only had its present title since 1921. Prior to that date it was known as the Army Corps of Schoolmasters

GREAT DAY IN THE HISTORY OF AN OLD SCHOOL: The Duke of Somerset addressing the assembly at Tiverton, Devonshire, when, on behalf of the Old Blundellian Society, he handed back to Blundell's School the title-deeds of the original foundation building, which is seen in the background. The old building in Tiverton was vacated by the School in 1882 for new premises a mile from the town. The original school was built and endowed in 1604 by Peter Blundell, a clothier, and in the course of time it became one of the best-known schools in the West of England. The Duke of Somerset is an Old Blundellian

LONDON BOUND: This statue of King George V, which was carved by Sir William Reid Dick at Portland during the blitz, has been hidden underground during the war years. The three portions of it are seen after being loaded on to a lorry at Weymouth in readiness for the road journey to London. It is to be exhibited at the Tate Gallery until its pedestal is ready on a site in the vicinity of Parliament

THE ARMY LURES THEM BACK

By CHARLES GRAVES

THE NEW CHIEF OF THE IMPERIAL GENERAL STAFF TAKES OVER: Field-Marshal Lord Montgomery at his desk at the War Office, where he has succeeded Field-Marshal Lord Alanbrooke. *Above, on left*—the C.I.G.S. studying a globe in the window of his office. To him falls the task of organising and planning the equipment of the post-war Army, and at the same time of making the Service attractive to the new generation of soldiers

THE three florins—modern equivalent to the Queen's shilling—changed hands with a silvery clink.

A prayer-book was produced.

The tall, sad-eyed man in the blue serge suit placed his hand upon it and said, "I, ... swear by Almighty God that I will be faithful and bear true allegiance to His Majesty King George Sixth, his heirs and successors . . . and faithfully defend His Majesty, his heirs and successors in person, crown and dignity against all enemies . . . and obey all orders of His Majesty . . . and all the generals and officers set over me."

The scene was set in the small, overcrowded room of one of the hundreds of recruiting offices dotted throughout the country. The time was yesterday. It was a pity that Mr. Herbert Morrison was not present—Mr. Morrison, who said last week, "On the whole, the nation is entitled to be pleased and encouraged with the results of its first efforts to get going again. . . . We, in this country, have never been deterred by logical objections. The questions we ask are: Is it fair, and will it work?" Mr. Morrison would have had his answer briefly and to the point from the scores of disillusioned soldiers who are now returning to the Colours after only a few weeks in Civvy Street. For Army pay has been permanently increased since the beginning of the month, and for over three months it has been possible for ex-soldiers, over the age of thirty, to re-enlist under a short-service scheme, which provides a further bounty of £25 annually for the next three or four years.

WAITING FOR 5s. TELEPHONE CALLS TO BRITAIN: Three members of the Army of the Rhine outside the U.K. telephone kiosks at Iserlohn in 1st Corps District, where troops may now call their homes at any time of the day

As for marriage allowances, the minimum a family can count on is 45s. 6d. per week. But it is not the small increase in pay which is attracting the men back to the Army, after they had left it so recently and with such anticipation of blessed relief from what they regarded as regimentation. No, they have been finding that real regimentation only exists in Civvy Street.

Not only did I listen with my own ears to the stories and the reasons given by man after man wanting to rejoin the Army, but I heard from the Recruiting Officer of the dozens of probable cases with which he has dealt during the past few weeks. "The saddest part of it all," he said, "is that very few of the men are eligible to return to the Army under the short-service scheme. They do not seem to realise that they have to be A 1 and between the ages of thirty and forty. Some have served six years and want to extend their time with the Colours so as to qualify for a pension. Others have come back from abroad and find that their wives have left them or that they have been unfaithful. Mostly, however, it is the housing problem which is sending them back to the Army. Even if they can get suitable work, they find that they cannot find a home, and many of them cannot get what they consider suitable work.

"Another reason, of course, is the shortage of food, particularly noticeable after Army rations, and the need to queue for it if they are unmarried. Yet another reason is the prohibitive cost of cigarettes, compared with their Army allowance of fifty cigarettes a week at 10d. a packet less. And then look at the cost of beer. . . . The final straw is the prospect of bread rationing. Poor chaps—they are finding Civvy Street very different from what they anticipated.

"I am getting numbers of officers who are going back into the ranks. The other day, three captains rejoined. One is becoming a Warrant Officer, Class 2; another a Staff Sergeant; and the third a corporal. If they had been lucky enough as to get short-term commissions, they would have a minimum bounty of £450 after four years."

The ballot being secret, nobody will ever know how many troops voted Socialist, believing in the Utopia of millions of new homes and jobs, cheap furniture and the rest, promised by many prospective Members of Parliament. But, poor devils, those who had so voted have had a rude awakening.

The Socialist Party, of course, could not be held to account for faithless wives, or for the fact that a soldier finds on demobilisation that his character has been given as "indifferent," which therefore makes it almost impossible for him to secure employment. (The other day a rifleman walked into the Recruiting Office to redeem his character in the hopes of getting a proper job after he has done his second term in the Army.) Nor can the Socialists be blamed for the fact that promotion in the police is very slow, and that ex-policemen find on returning to the Force that youngsters who had not served in the Army are getting promoted over them.

SOLACE FOR THE TROOPS ABROAD: These five members of the occupation force were the first to make calls to their homes in Britain following the announcement of the new telephone service from Berlin. The service is organised by the Welfare Section of N.A.A.F.I. and the calls are made from the Winston Club

SOLACE FOR THE TROOPS AT HOME: A scene on the dance floor of Stage Door Canteen, Piccadilly, which is not closing down, as recently announced, subscribers having come forward with sufficient funds to enable this popular rendezvous to continue for another month

But let me give a few case-histories of men who have rejoined this week.

The Guardsman who joined the Army before the war came out with an exemplary character and entered the police. That was in 1938, and in 1939 he went back to the Foot Guards, rose to the rank of sergeant, secured a commission and reached the rank of Staff Captain in the Indian Army. He was demobilised, returned to the Force as an ordinary constable, and found that six years of war had rusted his memory of the law, and that there was no chance of promotion for him. Worse still, he discovered that his six years in the Army did not count towards his police pension. "I am fed up with civilian life," he said defiantly. "I have got on and I am going to stay on. The newspapers say that the Army is crying out for experienced officers. Here am I with service in France and Burma, but nobody seems to want me."

The small R.A.S.C. corporal was demobilised four months ago. He went back to his job of bus-driving. The job was all right, but he could not seem to settle down. "I miss my mates," he said, "and I do not find much I like in Civvy Street. What I want is to go back for the next four years until things settle down. When I told my Missus that I was coming here this morning, you should have seen the smile of satisfaction on her face."

The private in the Queens had decided, before leaving the Army, exactly what he was going to do in Civvy Street. He was going to be a window-cleaner. He bought barrows, buckets and sponges, but found that he could not quote the price of the big window-cleaning contractors if he were going to earn enough to keep his wife and family.

The tall mechanist Staff Sergeant said, "My wife and two kids are in Southern Ireland; my job is in London; but it is impossible to get a flat, much less a home. I started to get a few things together, but by the time I had finished furnishing the kitchen, I had come to the end of my gratuity. Of course, you *can* get things, but they are a terrible price and none of this utility stuff will last more than a year. By trade I am an electrician, but I got a job in the gasworks for better money. I send my wife £3 a week; my digs cost me £2. But I cannot keep two homes. I earned good money in the Army and good allowances too. The only way to see my wife and children is to re-enlist for the next four years and get them into married quarters. Funny, isn't it?"

In this connection, the Recruiting Officer told me that numbers of N.C.O.s who served abroad in the Regular Army before the war found that their wives could not settle down again: they want to go on travelling around the world. In any event, where could they find the money to set up house at present-day prices?

If space permitted, I could give dozens of similar cases. As it is, every day a disappointed body of men are returning to the Army. Each of them hopes that things will be better in four years' time—at the end of the present Government.

How will they vote next time?

I think I know the answer.

PURCHASED BY THE NATIONAL GALLERY FOR £12,000: "The Virgin with the Iris," attributed to Albrecht Dürer, a picture of the German School which has come into the possession of the Nation during the past year with the aid of a contribution of £2,500 from the National Art Collections Fund. It is often supposed that it might well be this picture that is mentioned in Dürer's correspondence in 1508, first as being for sale and then as sold to the Bishop of Breslau. The meagre indications seem to fit quite well, especially as the present picture bears the date 1508 on it. Versions of the Madonna and the Iris at Prague and in Austria are inferior, and the majority of critics believe that the present picture really is the work of Dürer. Dürer was an infant prodigy among painters, and his self-portrait, completed at the age of twelve, reveals how early he mastered the simple and abrupt sincerity of Gothic draughtsmanship. As a painter Dürer does not rank among the supreme creative geniuses, but his importance in the history of art as the pioneer of the Renaissance in Germany cannot be overestimated

ONE OF THE WORLD'S MOST CELEBRATED MASTERPIECES COMES INTO THE SALE ROOM: "The Harvest Waggon," by Thomas Gainsborough, which was offered at Christie's this Friday together with other important pictures in Lord Swaythling's collection. It is as a portraitist that Gainsborough is chiefly famous, but for many years his landscapes were far more highly prized, and it was as a landscape painter that he liked to think of himself, always longing to retire and devote himself to that branch of his art. In landscape he exercised considerable influence, departing from the set classical compositions of Claude and the affected pastorals of Boucher

TWO FAMED PICTURES FOR THE NATION

And a Gainsborough and a Morland in the Sale Room

"THE ADORATION OF THE GOLDEN CALF," BY NICOLAS POUSSIN: Another notable acquisition by the National Gallery, which purchased this masterpiece of the French School for £10,000 with the aid of a contribution of £5,000 from the National Art Collections Fund. Aaron is seen on the right inviting the people to worship, while on the left Moses, descending the mountain, is shown lifting one of the Tables of the Law above his head. The other Table lies broken at his feet. The picture is a first-class example of Poussin's mature style

"EVENING, OR THE POST-BOY'S RETURN": A celebrated picture by George Morland included in the very important sale of pictures from the collection of Lord Swaythling which took place at Christie's this week. It is typical of Morland's prolific genius in the portrayal of rustic scenes. The postboy, clad in riding dress, is seen talking to two farm hands, one of whom sits on the ground beside the pigs

***On left*—The acquisition** by the National Gallery of Nicolas Poussin's "The Adoration of the Golden Calf" is an event of some importance, as this brilliant painter of the French School has hitherto been represented in the national collection mostly by copies. The essentially classical art of Poussin had great influence on later French painting, and, while not a copyist, it is known that he incorporated in his works figures taken from the pictures of older masters, particularly Raphael. "The Adoration of the Golden Calf," which was painted in 1641, undoubtedly owes much to Raphael's treatment of the same subject in the Loggia of the Vatican. When arrangements at the National Gallery permit of the re-hanging of the pictures according to schools, this new acquisition will be an important addition to the earlier French Room

The World of Books—By Vernon Fane

HESKETH PEARSON'S LIFE OF OSCAR WILDE

More Anecdotes About That Man "of Infinite Jest, of Most Excellent Fancy"—His Genius as a Wit and Talker

THERE have been countless books written about Oscar Wilde—well, 120 anyway—and the story of his spectacular rise and fall has been pretty well covered in consequence. In his new biography, Mr. Hesketh Pearson therefore can give the reader very few new angles, except for a new interpretation of one phase of Wilde's trial. But it will always be possible to write good books, entertaining and lively books, about such a subject, and the present **LIFE OF OSCAR WILDE** (Methuen. 16s.) is an excellent example of this.

For one thing we must be most grateful to Mr. Pearson, and that is that, although in this long and comprehensive biography he has given his own interpretation of the man's character, and of many of his actions, he has been very generous in his quotations from the famous original. Wilde said of himself that he put his genius into his life, and only his talent into his work, and it is certainly true that many of his best *mots* were first heard in drawing-rooms, and only later in theatres. Incidentally, although Wilde was sometimes accused of plagiarism, one of his more amusing lines was to an over-retentive friend, to whom he said, "I *mot* and you reap."

Mr. Pearson has considered Wilde in this book as critic, dramatist, talker, artist, wit and man, and illustrates his claim to each category by free and often exquisitely funny quotations. Thus, the critic:

"The only form of fiction in which real characters do not seem out of place is history. In novels they are detestable."

The artist: "Those who find ugly meanings in beautiful things are corrupt without being charming. This is a fault." And "the sphere of art and the sphere of ethics are absolutely distinct and separate."

For the dramatist, there is Wilde's remark to Herbert Beerbohm Tree, after the first night of *A Woman of No Importance*. "I shall always regard you as the best critic of my plays," said Wilde fervently. "But I have never criticised your plays," said Tree reproachfully. "That 's why," said Wilde complacently.

As a wit and as a talker the field is almost too wide, and although the lines that I have picked out above are only some of many, when it comes to the essential Wilde of brilliant, paradoxical talk, it is hard to know where to begin or when to stop among the examples that Mr. Pearson has collected for his fortunate readers, and that Wilde first spoke to his even more delighted listeners.

It was Wilde, for instance, who first said that a cynic was a man who knew the price of everything and the value of nothing, and Wilde who said that "Nothing is more painful to me than to come across virtue in a person in whom I have never expected its existence. It is like finding a needle in a bundle of hay. It pricks you. If we have virtue we should warn people of it."

Wilde, in his most frivolous mood, said that a well-tied tie was the first serious step in life, and that twenty years of romance make a woman look like a ruin, "but twenty years of marriage make her something like a public building." In another mood he said, "The artist's view of life is the only possible one and should be applied to everything, above all to religion. Cavaliers and Puritans are interesting for their costumes, not their convictions."

But Shakespeare has provided the line which Mr. Pearson uses to describe his subject most fittingly: "A fellow of infinite jest, of most excellent fancy."

When Sir William Beach Thomas speaks of anyone as "that Prince of naturalists," that is enough for me, and I was more than a little prepared for the enjoyment I should get from Mr. Anthony Buxton's **FISHERMAN NATURALIST** (Collins. 10s. 6d.). In a Preface to a book that is devoted partly to a discussion of trout and salmon fishing and partly to other aspects of natural history, Major Buxton writes that one of the attractions to him in these subjects is the series of mysteries that confront one—mysteries that will perhaps never be solved. He mentions the migration of birds and of fish, and in a characteristic passage asks, "Why, for instance, should salmon and sea trout, which find such rich living in the sea, be forced to ascend a river, where they get little or nothing to eat, in order to reproduce their kind?" and adds, "Thank heavens they do!"

As always with books of this kind, there are two distinct types of reader who will enjoy it: the doers and the dreamers. Those who have the wish and the opportunity to follow in this writer's footsteps, and those whose imaginations must fill out his words and evoke the scenes and the animals of which he writes. The fact that I belong most definitely to the second class doesn't in the least lessen my enjoyment in a delightful book.

M. Albert Camus is one of the writers now causing the greatest interest in literary France. He was identified with the French resistance movement and edited the daily paper *Combat*. **THE OUTSIDER** (Hamish Hamilton. 6s.) is his first novel, published in France four years ago and now translated by Mr. Stuart Gilbert. It is a psychological study, set in Algiers, of a man who, without premeditation, happens to murder an Arab and is condemned to the guillotine.

In his introduction to the book, Mr. Cyril Connolly writes that this "is not at all a morbid book; it is a violent affirmation of health and sanity . . . it is the reflection, on the whole, of a happier society." But in spite of Mr. Connolly's strong preface, and the pressure of the fact that the author is attached to the new school of thought in France that has produced Jean Paul Sartre, the novel still seems to falter on the outskirts of expression.

After such introductions one is more than ready to be impressed, but for myself the story as well as the author's purpose proved too elusive for either admiration or disagreement. The publisher warns one that the author "does for the sultry atmosphere of Algiers what Hemingway has done for Spain." Exactly what Hemingway *has* done for Spain is open to discussion, but all M. Camus seems to have done for Algiers is to toll a bell for a ne'er-do-well in a way that could have been more dramatic and moving, if he had not been so overcome with the tolling of his own bell, for his own psychological claustrophobia. The whole effect, from the author as well as the subject, is of a sort of male twilight sleep. You may want to read it and probably should, as I did, from motives of worthy curiosity, but you may also, as I did, find it unsatisfying.

To an increasing number of generations of children the name of Alison Uttley is imperishably connected with the Little Grey Rabbit books. As they grow up those children will have had equal delight from books like *The Country Child*, *The Farm on the Hill*, and others.

A new book by Miss Alison Uttley, called **COUNTRY THINGS** (Faber. 6s.), will need no further recommendation from me than to say that it is as enchanting, informative and interesting as any of her other works. Plentifully illustrated by that master of country craftsmanship, C. F. Tunnicliffe, and beautifully printed and produced, as always, by Messrs. Faber and Faber, it makes an enchanting present, both to give and to receive.

Not since Norman Douglas's *London Street Games* have I come across so nostalgic a piece dealing with children's games as in the chapter Miss Uttley entitles "Toys and Games." Nor, for that matter, have I longed to meet a character as much as I would her village schoolmaster.

As for the Country Cures and the Superstitions and Portents, they can only be matched by the olfactory delights of the chapter on "Attics and Garrets."

This week's crime ration comes, like the Spam of old, from America, though any other resemblance between Miss Ione Sandberg Schriber's novel and that tasty pink food is purely coincidental. **INVITATION TO MURDER** (Nicholson and Watson. 8s. 6d.) tells of deadly doings in the smart set of Cleveland, Ohio, and is one of those luxuriously-set thrillers that appeal almost as much to one's sense of comfort as to one's no doubt reprehensible interest in crime.

Both these tastes are adequately served and, by the same token, the mystery of the killings is really ingenious. Recommended to those who like their dose of horror presented to them on a golden platter.

THE LAST PASSAGE (Allen and Unwin. 7s. 6d.) is the story of the convoy of blockships, the "gooseberries," that were sunk in two-and-a-half fathoms to provide a line of shelter, and to make the outer wall of the "harbour" at Arromanches on D-Day. Lieut.-Commander J. E. Taylor, R.N.R., has a remarkable tale to tell, of ingenious planning in the first place and of endurance and courage in the second, and he has written of this exploit with just the right blend of naval conciseness, understatement and implicit humour.

ARBITERS IN THE WORLD OF FRENCH LITERATURE: An interesting gathering at a Paris restaurant when members of the jury, themselves well-known writers, assembled to announce the latest awards of the Prix Goncourt and the Prix Theophraste Renaudot. Reading from left to right are: Billy Andre, Francis Carco, "Collette," Leo Largier, Roland Dorgelles, and Lucien Descaves. They awarded the Goncourt Prize to Francis Ambriere for his book "Les Grandes Vacances," a story, based on experience, of life among prisoners of war in Germany. A picture of the winner appeared in last week's issue of "The Sphere"

STOKE POGES IN HIGH SUMMER: A new picture, looking through the lych-gate of the celebrated churchyard where Gray's Elegy was written. Only recently a first edition of the "Elegy" came into the sale-room and fetched the high price of £1,050. It was originally published at Old Paternoster Row at 6d. per copy

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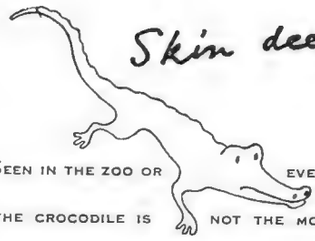

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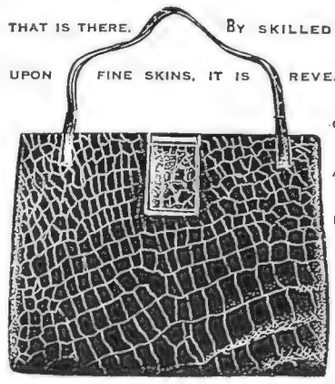

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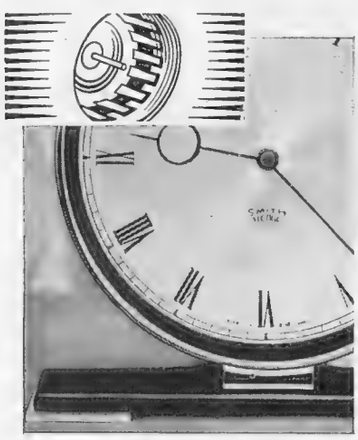

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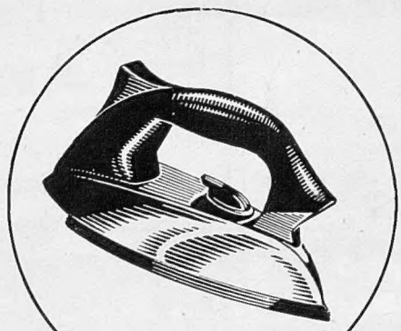

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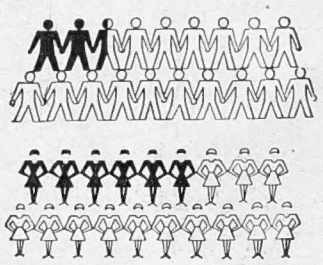

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New rolling stock is being built as quickly as possible, but there cannot yet be enough seats to go round at the week-ends, especially in July and August.

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GIANTS IN THOSE DAYS

"Hallo, Hawkins. Burnishing the ancestral silver?"

"*Just the punch bowls, Sir. Not that I expect them to fulfil their function within measurable time to come.*"

"Perhaps it's as well. That big one must contain the better part of three gallons."

"*Three gallons and a quarter, Sir, to be precise.*"

"Our grandfathers must have been men of iron."

"*I entirely concur, Sir. Particularly since they lived in the days before Rose's Lime Juice.*"

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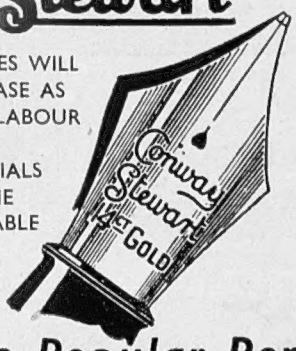

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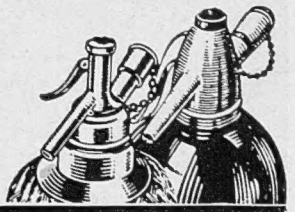

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